

The Hongkong Telegraph.

(ESTABLISHED 1881.)

NEW SERIES No. 5017

癸十初月十年三十三緒光

FRIDAY, NOVEMBER 15, 1907.

五拜禮

號五十一月一十英港香

\$30 PER ANNUM
SINGLE COPY, 10 CENTS.

Banks.

YOKOHAMA SPECIE BANK, LIMITED.

CAPITAL PAID-UP Yen 24,000,000
RESERVE FUNDS " 15,550,000

Branches and Agents.

TOKIO, CHEFOO,
KOBE, TIEN-TSIN,
OSAKA, PEKIN,
NAGASAKI, NEW-HWANG,
LONDON, DALNY,
NEW YORK, PORT ARTHUR,
SAN FRANCISCO, LIOYANG,
HONOLULU, MUKDEN,
BOMBAY, TIENTSIN,
SHANGHAI, CHANG-CHUN,
HANKOW.

Head Office—YOKOHAMA.

HONGKONG:—INTEREST ALLOWED.
On Current Account at the rate of 2 per cent.
per annum on the Daily Balance.

On Fixed Deposit:—

For 12 months 2% p.a.
" 6 " 1% " "
" 3 " 1% " "
TAKAO TAKAMOTO,
Manager.

Hongkong, 31st October, 1907. [17]

INTERNATIONAL BANKING CORPORATION.

FISCAL AGENTS OF THE UNITED STATES
IN CHINA, THE PHILIPPINE ISLANDS AND
THE REPUBLIC OF PANAMA.

CAPITAL PAID UP GOLD \$3,250,000
ABOUT MEX \$5,000,000
RESERVE FUND GOLD \$3,250,000
ABOUT MEX \$5,000,000

HEAD OFFICE:—

60 WALL STREET, NEW YORK.

LONDON OFFICE:—

THREADEWELL HOUSE, E.C.

LONDON BANKERS:—

BANK OF ENGLAND.

NATIONAL PROVINCIAL BANK OF

ENGLAND, LIMITED.

THE CAPITAL AND COUNTIES BANK, LTD

BRANCHES AND AGENTS ALL OVER THE

WORLD.

THE Corporation transacts every description
of Banking and Exchange Business,
receives Money in Current Account at the
rate of 2% per annum on daily balances and ac-
cepts Fixed Deposits at the following rates:—

For 12 months 4% per cent. per annum.
" 6 " 3% " "
" 3 " 2% " "
No. 9, Queen's Road Central,
Hongkong.
W. M. ANDERSON,
Manager.

Hongkong, 24th July, 1907. [18]

DEUTSCH ASIATISCHE BANK.

CAPITAL FULLY PAID-UP—Sh. Tael 7,500,000

HEAD OFFICE—SHANGHAI.

BOARD OF DIRECTORS: BERLIN.

BRANCHES:—

Berlin, Calcutta, Hamburg, Hankow,
Kobe, Peking, Singapore, Tientsin,
Tientsin, Yokohama.

FOUNDED BY THE FOLLOWING BANKS AND

BANKERS:—

Koenigliche Seehandlung (Preussische

Staatsbank)

Direction der Disconto-Gesellschaft

Deutsche Bank

Berlin, S. Bleichroeder

Banker Handels-Gesellschaft

Bank fuer Handel und Industrie

Robert Warshawsky & Co., p.

Mendelssohn & Co.

M. A. von Rothschild & Soehne

Frankfurt a/M.

Norddeutsche Bank in Hamburg, Hamburg.

Sal. Oppenheim jr. & Co., Koeln.

Bayerische Hypothek und Wechselbank,

Muenchen.

LONDON BANKERS:—

Messrs. N. M. Rothschild & Sons.

THE UNION OF LONDON AND SMITH'S BANK,

LIMITED.

DEUTSCHE BANK (BERLIN), LONDON AGENCY.

DIRECTOR DER DISCOUNT GESELLSCHAFT.

INTEREST ALLOWED on Current Account.

DEPOSITS received on terms which may be

learned on application. Every description of

Banking and Exchange business transacted.

F. JUNG,

Manager.

Hongkong, 11th January, 1907. [24]

NEDERLANDSCHE HANDEL-

MAATSCHAPPIJ.

(Netherlands Trading Society.)

ESTABLISHED 1824.

PAID-UP CAPITAL FL. 45,000,000 (£1,375,000).

RESERVE FUND FL. 5,000,000 (£147,000).

Head Office—AMSTERDAM.

Head Agency—BATAVIA.

BRANCHES:—Singapore, Penang, Shanghai,

Rangoon, Samarang, Sourabaya, Cheribon,

Tegal, Pecalongan, Pasuruan, Tjilatjap,

Padang, Medan (Deli), Palembang, Kota-

Radja (Achies), Bandjermain.

Correspondents at Macassar, Bombay, Colom-

bo, Madras, Pondicherry, Calcutta, Bang-

kok, Saigon, Haiphong, Hankow, Amoy,

Yokohama, Kobe, Melbourne, Sydney,

New York, San Francisco, &c.

LONDON BANKERS:—

THE UNION OF LONDON AND SMITH'S

BANK, LIMITED.

THE Bank buys and sells and receives for

collection Bills of Exchange, issues

letters of credit on its Branches and corre-

spondents in the East, on the Continent, in

Great Britain, America, and Australia, and

transacts banking business of every description.

INTEREST ALLOWED.

On Current Accounts 2% per annum on daily

balances.

Fixed Deposits 12 months 4% per annum.

Do. 6 do. 3% do.

Do. 3 do. 2% do.

Do. 1 do. 1% do.

J. L. VAN HOUTEN,

Agent.

Hongkong, 8th June, 1907. [20]

Banks.

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL \$10,000,000
RESERVE FUNDS:—

STERLING

£1,000,000 at 2/- = \$10,000,000

Silver \$11,750,000

RESERVE LIABILITY OF PROPRIETORS \$10,000,000

COURT OF DIRECTORS:—

G. H. Medhurst, Esq., Chairman.

Hon. Mr. Henry Keswick, Deputy Chairman.

A. Fuchs, Esq., E. Shellim, Esq.,

E. Gook, Esq., R. Shewan, Esq.,

A. Haupt, Esq., H. A. W. Slade, Esq.,

C. R. Lehmann, Esq., H. E. Tomkins, Esq.,

A. J. Raymond, Esq.

CHIEF MANAGER:—

Hongkong—J. R. M. SMITH.

MANAGER:—

Shanghai—H. E. R. HUNTER.

LONDON BANKERS—LONDON AND COUNTY

BANKING COMPANY, LIMITED.

HONGKONG:—INTEREST ALLOWED:

On Current Account at the rate of 2 per cent.

per annum on the daily balance.

ON FIXED DEPOSITS:—

For 3 months, 2% per cent. per annum.

For 6 months, 3% per cent. per annum.

For 12 months, 4% per cent. per annum.

J. R. M. SMITH,

Chief Manager.

Hongkong, 17th August, 1907. [21]

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted

by the HONGKONG AND SHANGHAI

BANKING CORPORATION. Rules may be

obtained on application.

INTEREST on deposits is allowed at 3% PER

CENT. per annum.

Depositors may transfer at their option

balances of \$100 or more to the HONGKONG AND

SHANGHAI BANK to be placed on FIXED

DEPOSIT at 4 PER CENT. per annum.

For the HONGKONG AND SHANGHAI

BANKING CORPORATION.

J. R. M. SMITH,

Chief Manager.

Hongkong, 12th January, 1907. [22]

THE CHARTERED BANK OF INDIA

AND AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1813

HEAD OFFICE:—LONDON.

PAID-UP CAPITAL £800,000

Shortly to be increased to £1,200,000

RESERVE FUND £1,075,000

Shortly to be increased to £1,475,000

RESERVE LIABILITY OF PROPRIETORS

..... £800,000

INTEREST ALLOWED ON CURRENT

ACCOUNT at the rate of 2 per cent. per

annum on the Daily Balance.

On Fixed Deposits for 12 months, 4 per cent.

" 6 " 3 " "

" 3 " 2 " "

" 1 " 1 " "

JOHN ARMSTRONG,

Manager.

Hongkong, 15th May, 1907. [23]

NEDERLANDSCH-INDISCHE

HANDELS BANK.

(NETHERLANDS INDIA COMMERCIAL BANK.)

ESTABLISHED 1863.

Authorized Capital FL. 15,000,000 (£1,250,000).

Subscribed Capital FL. 10,000,000 (Paid-up).

Reserve Fund FL. 2,112,570.36 (£176,048).

Head Office:—AMSTERDAM.

Sub-Office:—THE HAGUE.

Head Agency:—BATAVIA.

BRANCHES:—At Singapore, Sourabaya, Sama-

rang, Indramajoo, Bandoeng and Welte-

vreden.

CORRESPONDENTS:—At Cheribon, Tegal, Pec-

longan, Macassar, Pontianak, Padang,

Medan, Penang, Rangoon, Calcutta, Bom-

bay, Madras, Colombo, Karachi, Djeddah

Bangkok, Saigon, Shanghai, &c.

BANKERS:—

London: The Williams Deacons Bank, Ltd.

(Swiss Bankverein).

Paris: Comptoir National d'Escompte de Paris.

Berlin: Deutsche Bank.

Brussels: Banque de Paris et des Pays Bas.

Vienna: Union Bank.

Rome: Banca Commerciale Italiana.

THE BANK buys and sells and receives for

collection Bills of Exchange, issues

Letters of Credit payable to all important places

of the world and transacts every description of

Banking and Exchange business.

On Current Account at the rate of 2% per

annum on the daily balances.

On Fixed Deposits: 12 months 4% per annum.

" 6 " 3 " "

" 3 " 2 " "

" 1 " 1 " "

J. BOETJE,

Manager.

16, Des Vieux Road Central. [19]

Notice of Firm.

INTERNATIONAL SLEEPING CAR

and

EXPRESS TRAINS CO.

(THE

GREAT TRANS-SIBERIAN ROUTE

TO EUROPE.)

HAVING been appointed AGENTS for

the above Company, we shall be

pleased to give any information as to rates of

passage, &c., in connection with above.

SHEWAN, TOMES & Co.

Agents.

Hongkong, 31st July, 1907. [207]

Mails.

PENINSULAR AND ORIENTAL

STEAM NAVIGATION COMPANY.

FOR STEAMERS TO SAIL ON REMARKS.

LONDON, &c., via usual Ports {ARCADIA 16th Nov. } See Special
of Call {Capt. A. L. Valentini } Advertisement

SHANGHAI, MOJI, KOBE & {NYANZA About 24th } Freight and
YOKOHAMA {Capt. H. S. Bradshaw } 1st Nov. } Passage.

MARSEILLES, LONDON and {NORE About 4th } Freight and
ANTWERP {Capt. G. Phillips } Dec. } Passage.

For Further Particulars, apply to

B. A. HEWETT, Superintendent.

Hongkong, 15th November, 1907. [2]

Intimations.

LANE, CRAWFORD & CO.

NEW STOCK OF

COAL VASES

IN

Brass, Iron, and Copper.

BRASS & IRON CURB SUITES.

FIRE IRONS. FIRE BRASSES.

COAL VASE TONGS.

FIRE SCREENS. FIRE GUARDS.

LANE, CRAWFORD & CO. [25]



Telephone
No. 75.

CHAMPAGNES

SHERRIES.

PORTS.

MARSALAS AND MADEIRAS.

CLARETS.

BURGUNDIES.

HOCKS AND MOSELLES.

BRANDIES.

WHISKIES.

GINS.

LIQUEURS.

BITTERS.

ALES, BEERS AND STOUTS.

CALDBECK MACGREGOR & CO.,

WINE AND SPIRIT MERCHANTS.

16, Queen's Road Central.

Hongkong, 31st October, 1907. [26]

HONGKONG, CANTON & MACAO

STEAMBOAT COMPANY

LIMITED.

EXCURSION TO MACAO.

On SUNDAY, the 17th November.

THE Company's Steamship

"SUI-AN"

will depart from DOUGLAS WHARF at 9 A.M.

Returning from Macao at 5 P.M.

Meals and Refreshments supplied on board.

Return Fare \$4.00

on the following day 5.00

Intimations.

Powell's

ALEXANDRA
BUILDINGS.NOW
SHOWINGPERAMBUL-
ATORS
Standard Finish
Throughout.

Direct

Importers.

GO CARTS.

FOLDING
CARTS.TURNABOUT
CARTS.

New Models.

BASSINETTES.

Upholstered in Art
Shades.WM. POWELL,
LTD.,

Outfitters, Milliners,

ALEXANDRA
BUILDINGS,
HONGKONG.

Hongkong, 13th November, 1927.

Entertainments.

A GRAND CONCERT

WILL BE HELD IN THE
THEATRE ROYAL, CITY HALL,
ON
TUESDAY, 19TH NOVEMBER,
at 9.15 P.M.UNDER the auspices of the District Grand
Lodge of Hongkong and South China,
E.C., and the District Grand Lodge of Scottish
Freemasonry in Hongkong and South China.The following Ladies and Gentlemen have
kindly consented to assist—Mrs. Bellier,
Cochrane, Gordon, Gray, and Mainland; Miss
Rowe, Miss F. Rowe;Mr. F. Austin, Dr. Bellier, Messrs. Chal-
mers, Chapman, Cobden, Cochrane, Carr,
Benedict, Carroll, H. R. Gegg, Gray, Geo.
Grimble, G. P. Lam, Mr. Fraser and Munro.

PRICES—\$ 12, 5.

Booking at Messrs. S. MOUTRIE & Co.
on WEDNESDAY 13th.Programme will be published later.
(Hongkong, 13th November, 1927.)SCOTTISH MUSIC QUARTET
ASSOCIATION.THE SECOND DANCE of the Season will
be held in the City Hall, on December
4th, 1927. Invitations are now available
and may be obtained from the undersigned.
Late Launch will leave Ferry Wharf for
Kowloon at 1.30 A.M.JOHN J. BLAKE,
Secretary.
(Hongkong, 13th November, 1927.)

Auction.

PUBLIC AUCTION.

THE Undersigned have received instructions
to sell byPUBLIC AUCTION,
FOR ACCOUNT OF THE CONCERNED,
TO-MORROW,the 16th November, 1927, at 2.30 P.M., at their
Sales Rooms, No. 8, The Victoria Road,
corner of Ice House Street,
SUNDRY VALUABLE
HOUSEHOLD FURNITURE
Comprising—TAPESTRY COVERED DRAWING
ROOM SUITE, OVERMANTLES, TEA-
COFFIN, EXTENSION DINING TABLE
AND CHAIRS, DINNER WAGGONS, DIN-
NER SERVICE, Single and Double IRON
BEDSTEPS and BEDDING, TEAK-
WOOD WARDROBES with BEVELLED
GLASS, CHEST-OF-DRAWERS, CAR-
PETS, &c., &c.ALSO
2 COTTAGE PIANOS and 2 PIANOLAS
Catalogue will be issued.
TERMS—As usual.HUGHES & HOUGH,
Auctioneers.
(Hongkong, 13th November, 1927.)

PUBLIC AUCTION.

THE Undersigned have received instructions
to sell byPUBLIC AUCTION,
FOR ACCOUNT OF THE CONCERNED,
ON
MONDAY,the 16th November, 1927, at 11 A.M., at Messrs.
F. Blackhead & Co.'s Coal Sheds
at Kowloon Point,
2,075 TONS GARRETT COAL,
(all more or less damaged by Fire and Water).
TERMS—As usual.HUGHES & HOUGH,
Auctioneers.
(Hongkong, 13th November, 1927.)

Intimations.

A. CHAZALON & CO.,

4, Queen's Road Central,
WINE, SPIRIT AND COAL MERCHANTS AND
GENERAL STOREKEEPERS.

JUST TO HAND.

A LARGE AND VARIED ASSORTMENT
OF

FRENCH BONBONS,

JAS. PASCALL'S CONFECTIONERY

AND
CADDY'S CHOCOLATES.

(Hongkong, 8th November, 1927.)

F. BLACKHEAD & CO.,
SHIP-CHANDLERS, SAILMAKERS,
COAL AND PROVISION MERCHANTS,
NAVAL CONTRACTORS
AND GENERAL COMMISSION
AGENTS,GROUND FLOOR,
ST. GEORGE'S BUILDING,
HONGKONG,
SOAP AND SODA MANUFACTURERS.SOLE AGENTS FOR
HARTMANN'S RAUEN'S GENUINE
COMPOSITION RED HAND
BRAND, HARTMANN'S GREY PAINT
DANIEL'S PATENT MOTOR
LAUNCHES,
&c., &c.Sole Agent for
FERGUSON'S SPECIAL CREAM
&c.P. & O. SPECIAL LIQUOR SCOTCH
WHISKY, &c.
EVERY KIND OF
SHIP'S STORES AND REQUISITES—
ALWAYS IN STOCK
AT
REASONABLE PRICES.

(Hongkong, 7th March, 1927.)

A BOATING INCIDENT.

FRENCH CONSUL'S SONS ARRESTED.
HEAVY CLAIM FOR DAMAGES.The claim of Masters Paphos and Harold
de Bondy, young sons of the Comte de Bondy,
the French Consul, against Mr. Ho Yang Peng
for \$20,000 for assault, false imprisonment and
malicious prosecution was continued before
Mr. Lawrence, Chief Justice, of the Singapore
Supreme Court, on 5th inst.Mr. Nanson was for the plaintiff and Mr.
Everitt for the defendant.Raphael de Bondy, in answer to Mr. Everitt,
said he was fourteen years of age and had
lived with his parents all his life. He had not
been away to school. He was as high spirited
as most young lads. He did not think he was
known in the neighbourhood for his high
spirits. He had only recently had a tutor. At
the seaside he ran about barefooted with short
knickers and a singlet. It was possible that
he would not, in that costume, look as im-
pressive to a Chinaman as he did now. The
tutor had no shoes and stockings on also.
They landed at that particular spot because
they were tired of rowing. He had not seen
the chain before. They had been along the
beach to the spot, but this was the first time
they landed there.Counsel produced a photograph of a portion
of the beach at the Consulate Estate and
witness pointed out the spot which they landed.He said they knew the pier belonged to
someone, but witness did not know what a
pile driver was. It looked like an old thing
thrown on the sand and he did not know what
it was. Witness did not see the pier built.Passing along the beach, the boys generally
went under the pier. They had now lived six
months at Katong. About five minutes after
they had landed they saw the piece of chain
and at once proceeded to pick it up. They did
not think it belonged to anyone. He believed
the chain was heavier than a man, but had
never weighed it. They wanted it to play
with; perhaps they could anchor boat with a
portion of it. Witness thought a long way
had left the chain there. They had to inten-
tion of stealing it. Witness would not be
so rude as to call a Chinaman a "babu".The tutor did not shake his fist at Yang Peng and
ask him to fight. Witness supposed that
another constable was sent for because the
tutor refused to go to the police station. As
a Consul's sons, they did not like being taken
through the streets by policemen. Witness
would swear that Yang Peng used filthy lan-
guage. There had never been trouble about
stealing pils. The police did not hold the
boys on the way to the station.The judge:—The chain was not attached
to anything. It was buried in the sand.
Harold de Bondy was called next. He said
he was twelve years old and was with his
brother when he pulled the chain out of the
sand. He had no reason to suppose it be-
longed to anybody. The chain was found on
the beach and not on anybody's land. Yang
Peng called them "pigs" and "French
thieves." It was not necessary to use hand-
cuffs as they went quietly to the police station.
Witness corroborated his brother's evidence in
detail.Counsel for the defence cross-examined the
little lad a considerable length.
Kling P. C. No. 56 said Yang Peng sent for
him and ordered him to take the boys to the
station. The tutor refused to go and P. C. 13
was sent for. They then went to the station
and Yang Peng followed in his carriage. At
Siglap station the defendant wrote something
and asked witness to take it and the three pri-
soners to Rochore.P. C. No. 13, Salleh, a Malay, said that on
August 1 a Bengali called him to Yang Peng's
house. He took handcuffs with him. Toward
Yang Peng ordered witness and P. C. 50 to
arrest the boys and a European gentleman.
Witness did not believe the boys stole the
chain.Mr. Everitt—Do you take orders from any
Chinaman?Yes, if he charges anyone.
Thomas Connor, Inspector in charge of
Rochore station, remembered on the 1st of
August two P. C.s coming to the station from
Siglap. The P. C.s reported that at the request
of Mr. Ho Yang Peng they had arrested two
boys and a European on a charge of theft.Witness saw an elder son of the French Consul
in the station with the Consul. When they
had gone, Mr. Yang Peng came and asked him
to go and rearrest the two boys, and the eldest
son for obstructing the police. Yang Peng
said he would report witness to the Deputy
Public Prosecutor if he did not do so. Wit-
ness told him to do so, and declined to take
action. Witness declined to act because
he did not think it a case of theft. Later, he
went to see the place where the chain was
pulled out of the sand. Mr. Yang Peng him-
self showed him the place. This was in front
of Yang Peng's house, and he thought it was
on the beach, but did not know the boundaries.
A canoe was inside Mr. Yang Peng's fence and
was tied to a coconut tree.Witness was shown a photograph by Mr.
Everitt, but said he did not recognise the place.
(Laughter.)In reply to Mr. Everitt, Inspector Connor
said Yang Peng inquired why the boys had
been released. Mr. Yang Peng was annoyed.
Witness was also annoyed, but about some-
thing else. Witness had no admiration for
Yang Peng, but he was no enemy of his. It
did not give him pleasure to give evidence
against him. He was compelled to come to
court. He did tell Yang Peng he could take
out summonses against the boys and the tutor,
and assisted him to get their names. Witness
thought the eldest son of the Consul had been
arrested also because, when he was leaving the
station with his father, P. C. asked if he (the
Inspector) would let him go.Mr. Nanson read the report Yang Peng
wrote out at Siglap station, and a copy was
handed to.By his Lordship:—Yang Peng was perfectly
aware that the boys were the French Consul'ssons. He had told him so at Rochore station.
A report of this was in witness' investigation
report.

THE DEFENCE.

Ho Yang Peng was called. He was a Chinese
Postmaster here, and retired when Mr.
Truter did. He has an estate at Siglap and
had thrown it open to school children. He had
never seen the plaintiff or his tutor before the
morning they landed on his beach. There
was a new pier on his land. He kept several
chains near the bank. The gate has encroached
seven or eight feet into his land. A string of
chains had been stolen from under his bathing
house. On the morning of August 7, he saw
the P. and O. boat coming in from China,
and a small Malay boat approaching his
land. He saw three people come ashore
and thought they had come to pick up shells.
He was looking at the steamer, when he heard
the noise of a chain being moved. He "sang
out" to his kaboo to see what the Europeans
were doing. The kaboo returned and said they
were taking a chain away. Witness said "don't
let them, stop them," and followed the kaboo
to the beach. He called out "Don't take my
chain away, you had better return it." The
big boy replied "I don't care. I picked it up
on the seashore." The boys moved towards
the boat. Witness's kaboo had followed
him down, and witness told him to stop the
boat. The watchman went and stood close to
the boat, and witness said "You had better
give my chain back or I will send for the
police." The teacher said all sorts of things
which he did not understand, and motioned to
him to come forward. Witness took no notice. He
(witness) did not use filthy language. The
boys called him "babu" and he said "I think
you are one." It was not true that one of the
jagahs pushed one of the boys. When the
policeman came, he pointed out the chain in
the boat, said the boat had taken it and refused
to return it, and remarked that the policeman
had better take them in charge. They refused
to go with the P. C. and this man a ked one of
the jagahs to go for another constable.When witness arrived at Siglap station,
P. C. 16 said the Corporal was away. Wit-
ness said "never mind. Give me a piece of
paper and I will write my report." He did
so and went to town. The P. C. took the
boys to Rochore station. On his way to
town he called at Rochore station and told In-
spector Connor what had happened. The
officer said he was busy and was going to the
police court. About 12.30 witness saw the
Inspector at Rochore again. Inspector Connor
told him they were the French Consul's sons
and he could not charge them. A told witness
he could summon them if he liked. It was not
true that witness asked the Inspector to arrest
the elder Bondy boy. He had never seen him
before and did not know him. Later, the In-
spector and P. C. 56 came to witness' house,
and inspected the spot where the chain was
found.The Court adjourned till to-day, when Mr.
Nanson will cross-examine Mr. Ho Yang
Peng.—Singapore Free Press.

For Sale.

KUHN & KOMOR'S

ART CURIOUS STORE

will be RE-OPENED on the 7th inst. at
No. 13, QUEEN'S ROAD
(under Consignment Hotel),
ANDA CLEARANCE SALE AT GREATLY
REDUCED PRICESwill be held to the END OF THIS MONTH.
INSPECTION CORDIALLY INVITED.
(Hongkong, 2nd October, 1927.)

[886]

PAVST BREWING COMPANY,
MILWAUKEE.

FRESH SUPPLIES.

ALWAYS KEPT IN STOCK.

BY
SIEMSEN & Co.,
Agents forHONGKONG & SOUTH CHINA.
(Hongkong, 29th July, 1927.)

[154]

HUMBER
CYCLES.THE BEST IN THE
WORLD.

Cycles Makers

BY
ROYAL WARRANTSTO
H.M. KING EDWARD VII.AND
H.R.H. PRINCE OF WALES.WITH THE LATEST, BEST 3 SPEED GEAR,
GEAR CASES AND DUNLOP TYRES.

From \$120 to \$150 each.

GUARANTEED FOR 3 YEARS.

WILL CLIMB ANY HILL ON THE LOW GEAR.

Portsmouth Evening News:—For 38
years the name of the HUMBER has been
a guarantee of good workmanship.DRAGON CYCLE DEPOT,
AGENTS.11, D'ARQUER STREET and KOWLOON.
(Hongkong, 19th July, 1927.)

[748]

Intimations.

SAINT-RAPHAEL

TONIC, RESTORATIVE, DIGESTIVE WINE
Very palatable.Known throughout the world and prescribed in all cases of
Anemia, Debility and Corporalence, to young women, children,
and the aged, invaluable in hot climates.

DOSE: One wine-glass after the two principal meals.

Each bottle of genuine VIN SAINT-RAPHAEL bears, in addition
to the registered trademark:IN THE WARRANTY BRAND OF THE UNION DES FABRICANTS
(A) A METAL SEAL, (B) A METAL SEAL, (C) A METAL SEAL.CLETEAS is a MELISSA and MINT cordial
which surpasses all others by its
purity and faultless preparation. To be taken on a lump of sugar.COMPAGNIE DU VIN SAINT-RAPHAEL, Valence (Drôme-France).
0468808 MAISON & Co., Hongkong.

Don't Worry. Don't Worry.

WHY WORRY?

CONSULT

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Hongkong, 27th November, 1927. [144]

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Intimation.



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ALEXANDRA BUILDINGS.

Hongkong, 12th October, 1907.

BIRTHS.

On November 7, 1907, at Shanghai, to the Rev. and Mrs. Geo. H. Seville, a son (John Eldridge).

On November 8, 1907, at Shanghai, the wife of Dr. R. J. Marshall, of a daughter.

On November 8, 1907, at Levenshulme, Manchester, the wife of W. K. Stanton, of a son.

DEATH.

On November 7, 1907, at Shanghai, NESSIE GOLDMAN, widow of Selig Goldman, aged 64.

The Hongkong Telegraph

HONGKONG, FRIDAY, NOVEMBER 15, 1907.

SIAM'S INDUSTRIAL ADVANCEMENT.

In every country, industrial advancement is the forerunner of wealth, and wealth leads to the rise of that country in the scale of nations. The two essential ingredients for the establishment of industries and the growth of commerce are capital and labour. Where one or the other is wanting, not to speak of both, no industry is possible. A "Contributor" thus introduces the subject in the columns of the *Siam Observer*. The article which we quote from our Bangkok contemporary then proceeds:—Siam cannot be said to be wanting in capital in the shape of accumulated wealth, or labour in the shape of human beings fit to do such work as does not need special training for certain wages. But capital means that wealth which will readily respond to an industrial call; and labour means those persons who will do work at such wages as will conduce to a profitable industry. Sufficient inquiries will show that these two are unfortunately lacking in Siam. It must be admitted that Siam, like all agricultural countries, has not overmuch of capital; but there is enough to satisfy the present needs of industrial enterprise in the country itself. While wealth is not visible in Siam as in western countries where almost every art is interested in some concern or other, it is said that Siam has a sufficiently large amount of hoarded wealth, and wealth in the shape of jewellery. The reasons for hoarding are said to be the unsettled condition of the country in the past, jewellery being the best method of keeping wealth in safe custody at such times. Now that the country is settled and civilised, it is only to be expected that such wealth will be drawn out from the hoards. But the average scarcity of the country generally gives such wealth a good interest when employed in small loans. The fact that even the Siam Commercial Bank sometimes charges 15% interest on loans on substantial commercial securities shows that there is not yet a great flow of wealth in the country. Could it be expected then that the Siamese would invest their money in enterprises which at the outset

might not bring them any dividend at all, or even later on, would not bring them a dividend of more than 10 or 12%? Experience has shown in India that exorbitant rates of interest continue making the rich richer and the poor poorer for some time, but they always finish by paralysing trade and ruining the whole community; while investment industries, though giving little perceptible results at the outset, always leads to the expansion and increase of wealth in a community. Unless Siamese capitalists realise the danger, they may persist in the present procedure. Moreover, unless people have some commercial knowledge or experience, they always want quick and big dividends for their investments. Even when started on the soundest basis, no industry will pay well for the first few years. The present rate of high interest for money may create disquiet with anything less. But capitalists must learn that there will be a slow and sure and eventually profitable gain in all industrial enterprises. Let alone capital, which for argument, may be borrowed at low rates of interest from foreign countries; even more serious than that of capital is the difficulty of obtaining labour in Siam. The untrained Siamese coolie expects almost twice the wages of trained Indian mill-hand. The average Indian coolie in cities like Bombay or Calcutta is paid 7 to 10 rupees a month; in the country he receives from 5 to 7 rupees. A trained Indian mill-hand receives from 10 to 15 rupees. In Bangkok, a Siamese coolie expects 25 or 30 ticals a month; even up country it is nowhere less than 15 ticals. A trained mill-hand in Bangkok will naturally expect over 30 ticals a month. With such high wages, no industries could prosper anywhere. In England, where they are paid more, mill-handers have a very efficient training, and each man is said to be able to do thrice as much work as a trained Indian could do in the same time. Whatever training could be given in Siam, it must be more elementary than what is extant in India; and high wages for such inefficient labour will not in the least lead to the prosperity of any industry. A proper diagnosis ought to be made for the reason of such unreasonably high wages, at a time when there is not enough work for even the sparse population of the country. Already it has led to the large immigration of the Chinese, who do more work for less wages. It ought not further to be allowed to paralyse the advancement of the country. It is said that nobles under whose protection many Siamese are said to be often, make exactions on these labourers and artisans, who dare not refuse. Such exactions, it is said, induce them to be indolent rather than do hard work and lose all. It is also alleged that this is the most important reason why the Siamese workman, by nature intelligent, has lost all his handicrafts and arts. If the statement is true, it is the duty of the Government to intervene and to protect labourers and artisans from any unjust exactions, while such nobles, if there really are any, might consider the wisdom of fattening instead of killing the goose that lays the golden eggs. Gambling and lottery, again, are responsible for the indolence of the people. It is proverbial that a gambler will do no work except where he expects large profits. When gambling and lotteries are abolished by the continuance of the work which the Government has already done in the provinces, we may have a better chance of a large flow of cheap labour for all industries. An additional vice has been introduced into the country by the Chinese immigrants, i.e., opium. There are several other preventable causes for the present state of the scarcity of cheap labour, the remedies for which properly applied will lead to desirable results. Government protection is absolutely necessary for countries whose industries are young. Siam is, unfortunately, helpless in the matter, at present. Apart from the difficulties connected with capital and labour, the existing low rate of import duty, which allows European countries to dump all sorts of cheap goods, is a serious block to Siam's industrial development. Even Germany, France and United States, which are extremely well advanced in all departments of trade, deem it necessary to have such high tariffs as to prevent the country from being flooded with cheap foreign goods. The lack of enterprise in Siam is deplorable. A spirit of patriotism must rouse the people to improve their condition. History will teach them that wealth and wealth acquired by industry and commerce alone, will lead to the greatness of any nation. Another want in Siam is that there are very few Siamese well trained in the arts of trade. The Government and the nobles should combine to send a large number of students to Europe, America and Japan to learn the different manufactures, so that on their return they might be able to take charge of factories and start different enterprises. Japan did the same to a very large extent until now, when she is independent of all foreign aid.

THE *China Daily* reports that Capt. Baron de St. Pierre of the Italian cruiser *Verona*, has been decorated by the Emperor of China with the second class of the Double Dragon; and that Capt. Bloch, of the H. A. L. S. *Admiral von Tzoltz*, who is shortly going home, will probably get command of one of the Company's large Bremen-Shanghai liners.

INTERPORT CRICKET.

THE ARRANGEMENTS.

ADMIRABLE PROVISION FOR ALL.

There can be no question that Mr. A. R. Lowe, the Secretary of the Hongkong Cricket Club, has made excellent provision for the entertainment of the Shanghai team during their stay in Hongkong.

Some changes have to be noted, for example, that in the case of Major Lyons whose place is taken by Lieut. Taylor, of the 19th Infantry, but the team stands pretty well as it did as a whole. Col. Carter has been nominated as the umpire for the Hongkong team, while Comdr. Leatham, R.N., will look after the interest of the Visitors.

To-morrow, after the game is well started, both teams will adjourn for luncheon at one o'clock, which will occupy an hour. It is believed that his Excellency the Governor will be present.

It should be stated that the Pavilion and all the reserved stands will, of course, be open to members and also to those of the Naval Service. There will be a large stand at the Hongkong Club side of the ground, where subscribers with their families and children may watch the progress of the game. Sitting accommodation will be provided also for non-members at a stand near Murray Barracks corner, so that all who come will be welcomed.

The Band of the 19th Infantry will play selections of music during the afternoon, through the kindness of Major Chitty, and the officers.

At night the grounds are to be illuminated between 9 and 11 p.m. There will also be an open air cinematograph, and Europeans will find that light refreshments may be obtained on the ground. So far as we can make out the general public can obtain admission by any of the doors, except by those which admit to the Pavilion.

Mr. Lowe must be complimented upon the admirable manner in which he has directed the management for the reception of the Shanghai XI, and we can only trust that his anticipation in favour of Hongkong will be realized.

HONGKONG CRICKET LEAGUE.

The following is the table up to date.

Club.

	M.	W.	L.	D.	Pts.
Civil Service	2	4	0	0	2
R. G. S.	5	3	2	0	1
3rd Middlesex	2	1	1	0	0
Telegraphs	2	1	1	0	0
Kowloon	2	1	1	0	0
Departmental Corps	4	2	2	0	0
Craigengower	3	1	2	0	1
H. K. Police	3	1	2	0	1
Hongkong "A"	1	0	1	0	1

A win = 1 point.
 a draw = 1 point.
 a loss = 1 point.

COOLIES INSTANTANEOUS DEATH.

ELECTROCUTED WHILE AT WORK.

A chair coolie named Chan Sui, thirty years of age, in the employ of Mr. Robert Shewan, met his death yesterday afternoon, under most peculiar circumstances. Some nights ago, Mr. Shewan held an entertainment at his house, "Inverurie." For this purpose special electric light fittings were installed, the lighting being done from the basement of the house, so we are informed. At about five o'clock yesterday afternoon, the day's work having ended, two coolies proceeded to remove the chair into the basement. On entering the basement, Chan Sui, who was leading the way, stumbled and fell against the wall, to which the electric fittings were fixed. In doing so he clutched hold of a live wire and was instantly electrocuted—3,000 volts passing through him. Two other coolies rushed and seized the unfortunate man, and they also were severely burnt. The coolies' remains were removed to the mortuary by Detective Sergeant Morrison.

PRESIDENT Roosevelt has expressed his satisfaction at the results of the San Francisco Mayoral election, and has sent his congratulations to Mr. Henry over the successful issue of the graft prosecutions.

It is wired from Allahabad that a famine has been proclaimed in the United Provinces. Relief measures include the suspension of taxation, the distribution of a crop of rice for seed, and well digging.

At Pretoria the persons accused of throwing down the late President Kruger's bust (Eugene Clerk, Yorkshire Regt., Lieut. Harring, Royal Engineers, and a civilian named Dickson) have been committed for trial. Bail has been reduced to £50 in each case.

OFFICIAL circles in Washington attach considerable importance to Viscount Hayashi's recent statement regarding pending questions between America and Japan. It is also stated that Mr. Root, Secretary of State, regards these utterances as an anticlimax to the diplomatic insistence previously shown by Japan.

In consequence of the incomplete nature of the existing facilities for transport on the South Manchurian Railway the bean cake traffic in addition to other goods, from the neighbourhood of Klink and Mukden, is being attracted to a considerable extent by the Chinese Eastern and Peking-Mukden lines. Accordingly the South Manchuria Railway has decided to complete with all possible speed the conversion of the whole line to standard gauge.

A TELEGRAM to the *Asahi* states that Vladivostok is now quiet, but precautionary measures are still being taken. At night the men-of-war and the land batteries throw their searchlights on the harbour and the shore. The Commandant has prohibited admission to the two disaffected Bays (Roisin and Usuri) without special permission. The naval iron works are closed until further notice. A stray shot was fired at the Japanese Consulate on Wednesday (6th instant) night.

THE HATOW REFORMER.

APPLICATION FOR HIS ACQUITTAL SUBMITTED.

With reference to the case of Lu Ki Shing, alias Lu Chao, who was found guilty at the Magistrate's court on a charge of being concerned in an armed robbery, alleged to have been committed in the Pingchau village, in July last, and who was committed to the Victoria Gaol in September last, by Mr. F. A. Hazeland, pending the order of his Excellency the Governor for his extradition, application was made in the Supreme Court, this morning, for his acquittal, on the ground that he was a political offender and therefore, according to British law, could not be extradited.

This case, readers will remember, has aroused much interest in native circles, especially at Singapore, where the Chinese merchants have taken up the matter and petitioned the Governor at that port asking for his release.

Mr. W. Rees Davies (Attorney-General), instructed by Mr. G. E. Morrell, of Messrs. Denys and Bowley, appeared for the Crown. Sir Henry Berkeley, K.C., who was assisted by Mr. Otto Koon Sing, represented the accused.

The Attorney-General opened the proceedings by stating briefly that he was present today under the rule *ad* granted by the Court, calling upon the Superintendent of the Victoria Gaol to show cause why he should not bring up the body of Lu Ki Shing under the writ of *habeas corpus*. The proceedings, he stated, were taken out under the Chinese Extradition Ordinance 1889, which he quoted. The charge against the accused was one of armed robbery committed in the Chinese dominion, and the defence set up was two-fold. First of all, they established an *alibi* showing that accused was not there when the robbery was committed, and the second contention of Sir Henry Berkeley was that the offence was a political one and therefore the accused could not be surrendered under the act.

The facts of the case, Mr. Rees Davies said, were fully set out.

Sir Henry (interrupting)—Not fully. And (proceeding) he was in a position to support them fully. He had decided to raise a point which had not been dealt with before, and was prepared to argue on the point dealt with by the learned Chief Justice in the case of Wong Ka Chuen, which was decided before his Lordship in July, 1906.

Sir Henry Berkeley began his address soon afterwards. He said he was quite willing to adopt the suggestion of the Attorney-General in the matter. No cause had been shown, however, but his learned friend only declared generally that he supported the Magistrate's decision. He contended that when he had stated his case the Court would be induced, compelled, impelled to order the discharge of the fugitive now detained on the committal warrant of the Magistrate. Sir Henry then gave a history of the case which led to the arrest of the fugitive and his subsequent committal. The first fact that was material and important, he said, was that in the month of May last a rising took place at Swatow between the people and the local administrators of the province. That fact he desired the Court to bear in mind as it was the basis of his argument. In May, he proceeded, the rising began and a town called Wong Kung was captured by the insurgents and a quantity of arms and ammunition and warlike stores taken from the official yamen, by the rebels. What might be regarded in ordinary circumstances as an armed robbery was on that occasion committed. The rebels seized the yamen and took the stores. The next important fact was that the fugitive Lu Ki Shing was the leader of the rebels. These facts were abundantly established before May. The rising failed, for reasons which were not necessary to discuss at the present moment, and the insurgents dispersed, and the leaders fled. The next fact that required careful attention was that on June 20 the authorities offered a reward of \$3,000 for the capture of the leaders of the rising—and \$1,000 for Lu Ki Shing. We have it then, he went on, that a reward was published on June 20 for his capture. To what capacity? Sir Henry asked. As a rebel leader? He was sought after by the Chinese authorities as a leader of rebels and that only. On June 22 the prisoner was discovered in Hongkong, and on that day a requisition was made to the authorities for his apprehension on a charge of armed robbery and he was apprehended on that day—June 24. If the warrant no statement of time, place, when, where, who was affected by the robbery was made. There was no statement made of the robbery at Pingchau, as was later alleged. There was no statement of the prisoner having taken part in the Pingchau robbery on April 16. It was an open warrant that was issued and the man was arrested for armed robbery committed within the jurisdiction of China. Sir Henry maintained that he did not dispute the form or the content of the warrant, but that a warrant was able to be put in at any time. Such a warrant, he said, would not be tolerated by a Britisher in a British Court. After consulting his notes Sir Henry proceeded. He put it that a grave mistake had been made. The prisoner was a man of high character and standing, and he had no doubt that the Chinese government had been deceived by witnesses (tempted by the reward and who had volunteered to fill in the blank left in the open warrant. It was not until the 16th July that two witnesses came down from Swatow to identify the prisoner (as he was then under arrest) and to speak of the Pingchau robbery. Why all this delay? Why if the Chinese government knew on June 24 (the day of his arrest) that the prisoner was the man implicated in the Pingchau robbery, they did not say so? Why, having regard that Swatow was only a few hours' steam from Hongkong, all this delay? The "armed robbery" that the Chinese authorities had in their mind was the robbery of arms and ammunition from the Wongkung yamen, or, at least, Sir Henry explained.

He then started to quote authorities to show that the Extradition law did not permit of a man being surrendered if the offence committed was incidental to a political rising.

The two witnesses, Sir Henry pursued, for the Chinese government told their story of the "armed robbery." One of them exceeded his instructions, adding that murder was also committed. Eaten up by his excessive zeal he related in the witness box that he had told the Chinese authorities of the murder at the time. Could that story be believed? Would not the Chinese authorities then have applied for the prisoner's extradition on the charge of murder instead of armed robbery? Would they not have sought his rendition on the superior than on the inferior charge?

More authorities were quoted, at the conclusion of which Sir Henry asked for the prisoner's discharge on the ground that he could not be extradited, he being a political offender.

The Attorney-General quoted authorities at considerable length and reviewed the evidence on both sides in support of his contention. He brushed the evidence for the defence as conflicting and improbable, and added that that was not material to the case. The question before the Court, and which the Court had to decide, was whether the prisoner was one of the thirteen or fourteen men who committed the robbery that night. He did not deny that the prisoner was a man of some respectability, but he would call the Court's attention to the place where he was found—in a house occupied by two men, one of whom was a foreman coolie employed at the Sugar Refinery, and the other a street hawker, who, when called to the Court attested himself in a flowing gown—the "stigma" of respectability. Mr. Davies proceeded again to quote authorities, after which judgment was reserved.

THE IMPERIAL CHINESE POSTAL SERVICE.

PRINCE CHING ON CHINA'S "EXCLUSIVE RIGHTS."

Prince Ching is reported by the *Tientsin Jih* to have drawn the attention of the Grand Councilors to the fact that according to international custom the right of opening post offices and instituting postal services belongs exclusively to the country they are in.

In China many other countries have established post offices contrary to international rights, and he urges that this should be stopped and postal matter only allowed conveyance through Chinese dominions by China's own service.

There has been repeated reference to postal affairs in the native press ever since the instructions, and it seems increasingly plain from these what is really working in the Government mind; namely, the closure, if possible, of the foreign offices in the treaty ports.

In considering and discussing China's sovereign rights in this respect, it has to be borne in mind that the conditions under which we live in China are not those which govern our relations with what are known as European countries; and in turning to a European precedent for what is, and is not, done by the Powers here, we have to take the nearer East, Turkey and, perhaps, Egypt as our example.

China is prone to forget that extrajurisdictional carries with it many rights and privileges which would not obtain in other countries, and this applies in special degree to postal affairs. Cheap and safe postal facilities are a necessity to commercial success, and China's refusal to join the Union many years ago coupled with the extreme irregularity which formerly characterised the transit of mails originally led to the establishment of international offices.

In Eastern countries mail matter is rarely regarded with the scrupulous respect that is accorded it in the West, and only a few months ago an order was issued that letters were to be opened and the sanctity of correspondence violated. Postal espionage never has and never will redound to a country's honour or be justified by any conditions short of active hostilities.

China Gossip.

FOR removing a blanket from the first floor of 3, Mac G. Street, Wanchai, last night, without the owner's permission, Wong Loi, a coolie, was this morning sent to gaol for three weeks.

FOUR stowaways were discovered hiding among the cargo on board the steamer *Fuway* when that vessel arrived in port early this morning. Captain Black handed them over to Sergeant Wilson, who removed them to the Central Police Station. This morning, at the Police Court, they were brought before Mr. F. A. Hazeland, charged with obtaining a passage from Canton to Hongkong without paying their fares. They were fined \$10 each. Not having that amount they went to gaol for a fortnight.

By kind permission of Lieut. Colonel W. Scott Macgregor and Officers, the Band of the Third Battalion "The Duke of Cambridge's Own" (Middlesex Regiment) will play the following programme of music, during dinner, at the Hongkong Hotel, to-morrow, the 16th inst.:

March "Mantilla Beach" Sousa
 "Horatia Blue" Greig
 Selection "The Condolers" Sullivan
 "Nearer" Gounod
 Overture "Belland" Donizetti
 Gavotte "Rukko" Perdon
 Selection "Nelly Nell" Cayll
 Polka "Maid Ruchen" Andrs
 Rejoice March
 God Save the King.

CANTON DAY BY DAY.

ADMIRAL LI CHUNG'S APPOINTMENT.

(From Our Own Correspondent.)

Canton, 14th November.
 H.E. the Viceroy's request for the transfer of ex-Brigadier General of Pakhoi, Li Chung, to Canton to take over charge of the patrol work in the waterways of this province has now been sanctioned by the Central Government.

CHINESE FIRMS' FAILURE.

In accordance with telegraphic instructions received from Peking and Shanghai the high authorities here at once despatched the magistrate of Namhoi to proceed with orders to the Pak Tsun village, in the district of Namhoi, to seal up all the properties belonging to Mr. Yip Yut-tio, who has been carrying on business on an extensive scale both at Shanghai and Newchwang, and was reported to have recently gone into bankruptcy. It is ascertained that the two large firms of Kwong Tak Tai in Shanghai and Tung Shing Wo at Newchwang, together with other smaller businesses, belonging to Mr. Yip, recently suffered heavy losses and had run into debt to the extent of over \$5,000,000. It is now reported that eleven buildings, belonging to the bankrupt, have been seized by the officials at the request of his creditors. Mr. Yip is supposed to have been one of the wealthiest Cantonese residing and doing business in Shanghai and has for some time been elected as a member of the committee on the board of directors of the Canton-Hankow Railway Company, representing the Shanghai shareholders on the board.

THE CHEKIANG RAILWAY LOAN.

In connection with the present agitation among the public in the province of Chekiang on account of the proposed foreign loan effected by the Waiwupu for the construction of the railroads of that province, the Chekiang people residing in this city have called several meetings in their Assembly Hall to discuss the question and to arrive at some means to protect against the raising of the loan against the wish of the people and country. They have despatched telegrams to Peking to the Ministry of Foreign Affairs, the Ministry of Communications and Posts, the Chekiang Railway Company and other places on account of this question.

JUNK MEN ON STRIKE.

A Kowloon correspondent writes that the towing junks plying between the district of Sanui and Canton, Hongkong and other places have joined in a general strike as the outcome of the proposal to levy a royalty of twenty cents on each of the passengers travelling on these junks. The royalty demanded by the local authorities is to defray expenses towards the funds for the carrying out of the educational scheme there, and as the junk people are ordered to be responsible for the collection of this money, the junk owners have now petitioned the High Authorities here on the matter.

THE DELIMITATION OF MACAO.

It is now ascertained that Mr. Ko Yu-him, the member of the Ministry of Communications and Posts, mission to the South is in connection with investigations into the boundary question of the waterways between the Portuguese colony of Macao and the Empire of China.

EMPEROR DOWAGER'S BIRTHDAY.

To-morrow being the birthday of H.E. the Empress Dowager of China, H.E. the Viceroy, and the Tartar General of Canton have issued invitations to the different Foreign Consuls, Commissioners of Customs and Posts, and other leading foreign residents in Canton to a dinner to be given at the Eight Bannerman Hall.

THE CHEKIANG RAILWAY LOAN.

In response to a memorial from the Waiwupu concerning the proposed loan of £5,000,000 from the British and Chinese Corporation for the construction of the Soochow-Hangchow-Ningpo railway, an Imperial Rescript was issued last week commanding the Viceroy of Liangkiang and the Acting Governors of Kiangsu and of Chekiang to persuade the natives of their respective provinces not to offer any further opposition, as this is the best way for the settlement of the dispute with the British concessionaires, writes the Peking correspondent of the *N. C. D. News*, on the 14th inst.

Prince Ching has telegraphed accordingly to H.E. Tuan Fang at Nanking that "As the concession was granted to the Corporation by the Chinese Government in 1898, the Waiwupu is unable to repudiate the proposed loan; that the British concessionaires have agreed to allow the natives of Kiangsu and Chekiang to purchase the shares under the same conditions as foreign shareholders and that the foreign and Chinese engineers may be employed by the Chinese provided they are recognized by the Corporation. In order to pacify the minds of the Directors and others of the Chinese Railway Companies at Hangchow and Soochow the Yuchunpu (Ministry of Posts and Communications) has been instructed to telegraph them after the settlement of the loan in view of their expense."

The natives' representatives have telegraphed to the Waiwupu stating that, in order to save further trouble between the Foreign Ministry and the British Legation in Peking, they agree to borrow a certain amount of funds from the Corporation directly, without the interference or assistance of the Chinese Government, for the construction of the railway in question, with the exception of those portions of line which have either already been built or are in course of construction at various centres in Kiangsu and Chekiang. The loan will thus become a mercantile debt to be repaid by the Chinese merchants within a certain number of years. This course, it is held, will prevent a repetition of the big error of the Shanghai-Nanking railway loan. It is believed here that the middle about this new railway loan may be settled with satisfaction to all concerned in the near future.

The natives blame the Peking Government for neglecting to consider their representatives at Hangchow and Soochow prior to the opening of negotiations with the British concessionaires. The conclusion of the loan, they say, is quite contrary to the Edicts recently issued in connection with the proposed adoption of a Constitutional Government for China.

Telegrams.

[Rutler.]

The Beresford-Scott Incident.
London, 13th November.
The Beresford-Scott incident is much discussed, the general tendency being not to take it too seriously, though it is regarded as unfortunate and as displaying the existence of factions in the Navy.

The Kaiser's Visit.

At a banquet at Windsor Castle 160 guests were present, a most brilliant affair.
The most cordial toasts were drunk by the King and Kaiser, the latter recalling his visits from his earliest childhood.

Later.

The Kaiser attended the banquet at the Guildhall.
The weather was brilliant, and an immense crowd gave His Imperial Majesty a hearty welcome.

In reply to the toast, His Imperial Majesty said that the main prop of the peace of the world is the maintenance of good relations between our two countries, which I shall further so far as lies in my power; the future will then show a bright prospect, and commerce may develop among nations who have learnt to trust one another.

Cricket.

The English team beat the South Australians by an innings and 183 runs.

CHINESE COMMERCIAL COMMISSION.

ARRIVAL AT MANILA.

The *Manila Times*, of 11th inst., says:—Chalcedon was out in force yesterday, paying homage to the dragon ensign flying from the stern of His Imperial Majesty's cruiser *Hai Chi*, now anchored in the inner basin. The *Hai Chi* did not come, as erroneously reported on Saturday. She went from Hongkong direct to Saigon, where she will be joined by the *Hai Chi* the latter part of next week.

The decks of the *Hai Chi*, from early morn till dusk yesterday, swarmed with Chinese visitors. Distinctions of caste were not in evidence; the humble coolie elbowing with the merchant prince in the best of good fellowship and many were the exclamations of wonderment and pride accompanying the minute examination of the modern armament and appliances of the trim fighting craft. A patriotic *Calte* was in dry goods merchant, lost in admiration of one of the big eight inch guns, pulled a tape-measure from his pocket and proceeded to ascertain the length of the barrel. "Even yards and a half," he announced with a bland smile, and the crowd gaped in amazement at the big machine designed to deal death and destruction to the enemies of His Majesty Kwang Hsu and of the Empire.

The *Hai Chi*, which paid a visit to Manila in November 1901, is a vessel of 4,300 tons displacement and was built in England in 1899. She is rated as a second class cruiser. Her armament consists of two eight inch breech-loading Armstrong guns, forward and aft, ten 4.7 inch quick-firing guns, twelve three-pound Hotchkiss and one-pound Maxim Nordenfalks. The cruiser is fitted with three searchlights and has a completely installed wireless apparatus. Her complement of officers and enlisted men is 433.

Commodore S. K. Shin, who commands the cruiser, has a record of 15 years' distinguished service in the Imperial Navy, having participated in many of the principal engagements of the Chinese-Japanese war. He received his early naval training in England, as did the navigating officer, Lieutenant C. T. Chai, the only officer aboard the cruiser not wearing the celestial blue of his country.

Commander C. Lee, who cheerfully received the representative of the *Manila Times* aboard and looked after the ship's comfort after conducting him over the fine fighting machine, is an officer and a gentleman in every sense of the word. He is a graduate of the Shanghai naval school and speaks English with fluency.

The sitting room, dining room and ward room of the cruiser are modern and elegantly furnished and fitted with electric ceiling fans. Prominent among the fixtures of the wardroom is an ornamental book case containing an edition de luxe of the *Encyclopaedia Britannica*.

The scrupulous cleanliness in evidence all over the ship, the fine discipline of the crew and the proficiency of the majority of the officers in the idiom of the Mistress of the Seas, were features noted in connection with the pleasant and instructive visit to His Majesty's cruiser *Hai Chi*.

At eleven o'clock yesterday morning, Commodore Shin, with the U.S. gunboat *Winthrop*, anchored outside of the breakwater, returning the call of the captain of that vessel of the day previous.

The *Hai Chi* will remain in port until Sunday next. Her itinerary after leaving Manila is Saigon, Singapore, Bangkok, Batavia and back to Shanghai. His Excellency H. E. Yang Shi Ch'ih, the Imperial Trade Commissioner travelling aboard the warship, with a suite of six other officials, among whom is Tsoi Mu Yew Chung, formerly Chinese consul at Manila, will study the economic conditions of the countries visited and gather information as to the condition of Chinese subjects living abroad. In his investigations here he will be given every assistance by the Chinese Consul-General and Officials of the Philippine government. Upon his return to China the Commissioner will render a report of his investigations to the Peking Government.

His Excellency the Commissioner is a Celestial distinguished by his high rank, belonging to one of the most prominent and influential families in the Flower Kingdom. He was born in Anhui province sixty years ago, and today holds the office of vice-president of the ministry of agriculture, industry and commerce.

Among the entertainments planned in honour of the distinguished visitor, is a banquet given by the Chinese Chamber of Commerce to the Commissioner and his suite and the officers of the cruiser, on Wednesday evening.

On Friday, November 15, the birthday of the Empress Dowager, the Commissioner will entertain at dinner aboard the *Hai Chi*. The dinner will be a gala affair, and attended by the Governor-General, the Division Commander, and many high officials of the government, army, and navy.

THE "KENT'S" NEW C.B.W.

"AMPHITRITE'S" ARRIVAL AT SINGAPORE.

H.M.S. *Amphitrite*, which is bringing the *Kent's* new crew, arrived yesterday, and went to the wharf to coal, reports the *Singapore Free Press* of 9th inst. The *Amphitrite* is a cruiser of 1,000 tons and 16 guns. Her commander is Capt. E. F. Bruea. The *Kent* has already been in commission twice, and the coming one is her third commission. The *Kent* was originally commissioned in Oct. 1903, under Captain D. A. Gamble, for service with the old Cruiser Squadron, attached to the First Squadron on its formation, November, 1904, and was paid off in August, 1905. She was re-commissioned in the Chatham Reserve, the following August, and Captain S. V. de Horsey completed her to sea-going complement in January, 1906, and took her to her present squadron, in which she relieved the first-class cruiser *Hogus*. Her new skipper is Captain Gerald C. A. Marescaux. This officer joined the naval service in 1873 as a cadet, was promoted sub-lieutenant in 1880, lieutenant in 1883, commander in 1889, and captain in December, 1903. He was recently in command of the first-class cruiser *Europa*, in the Devonport Reserve, and prior to his promotion to his present rank commanded the second-class *Facotus* in the Channel Squadron.

It is understood that H.M.S. *Kent*, after re-commissioning here, will remain on at Singapore for about a month as Senior Naval Officer's Ship. She will then return to Hongkong to undergo a refit. It is also understood that when the *Kent* goes to Hongkong the *Monmouth* will come here for a time. We shall therefore have the unwanted experience of having a British warship in the roads for some weeks to come.

With reference to the close of the present commission of H. M. S. *Kent* it may be said that ship has again maintained, or more than maintained, her high reputation for efficiency in gunnery during the exercises carried out near Hongkong, just before coming on to Singapore. In her battle practice, where ranges are unknown and the ship has to provide her own range finding, the *Kent* scored 90 hits out of 103, an exceptionally fine performance. With the rifle also, the ship's company of the *Kent* have done remarkably well, having won the Dorian Cup, and the Marine Officers' Cup, the former open to the China station and the latter open to the Navy.

A NEW POSTAGE STAMP.

THE CONSERVATIVE METHODS OF HONGKONG HOUSE.

The Postmaster-General announces a change in the colour of the three-halfpenny embossed postage stamp, not, as might be assumed, on aesthetic grounds, but for the merely utilitarian reason that the old colour—yellow—is not readily distinguishable by artificial light, especially when impressed upon covers of the same or similar hue. The difficulty is to be overcome by the adoption of a purple shade, rather deeper in tone than the sixpenny adhesive stamp.

The man in the street is hardly aware that any embossed stamp except the halfpenny and penny ones, ordinarily sold at post offices, are valid in payment of postage; and yet such stamps have been issued, and have been largely used by a few firms almost ever since the introduction of penny postage.

The reason is not far to seek. These stamps are not sold at post offices, but are issued at Somerset House. A person desiring to obtain them has to go through the troublesome procedure of presenting a blank paper on which he wishes to have stamps impressed, and after complying with the usual formalities known to those who have had the temerity to present documents at that abode of officialdom, is told in the same manner so peculiar to Somerset House clerks that the embossed stamp will be completed in the course of several days, after which, if he be fortunate enough to obtain the stamped paper on the day promised, he has to arrange for it to be made up into envelopes. This few possess the patience and perseverance requisite for such an ordeal is perhaps not to be wondered at.

The conservative methods of Somerset House extend to the designs of the stamps. Most of them have remained precisely unchanged since their first issue in 1855, although reforms in the matter of colour have been introduced from time to time.

The new issue will be of little interest to the philatelist, who confines his attentions to adhesive stamps alone, but will be keenly welcomed by the collector who specialises in British stamps, to whom a "fresh" stamp is a rare avis. The fortunate possessor of one of the obsolete yellow stamps will feel considerable satisfaction when he realises that the restrictions placed upon their issue has rendered them scarce, and consequently enhanced in value.

TYPHOON WARNING.

The following telegram was received by the American Consul-General from the Manila Observatory at 2 p.m. 10-day—

November 15, 12.10 p.m.

Typhoon now about 17 latitude and 132 or 133 longitude probably inclining northward.

The Saigon police lately raided the premises of a Chinese Secret Society, which proved to be an offshoot of the famous Triad organization. The magisterial inquiry resulted in the leader of the Society being sentenced to three years' imprisonment. The two head officers each got one year, and several underlings received light sentences. The evidence showed that the leading members were rich men with much public influence, and that they formed a sort of council which the ordinary members were bound to obey implicitly. Robbery and extortion were their usual practices. As the law stands in Saigon these pests to Society can only be imprisoned. They cannot be deported from the colony.

THE CHINESE CUSTOMS.

The following letter, dated Sept. 27, and signed by Mr. R. S. Gundry, C.B., has been addressed to the Foreign Office by the committee of the China Association:—

"The anxiety regarding the status of the Imperial Chinese Maritime Customs Service which was excited by the Edict of May 9, 1906, was measurably allayed by the substance of activity on the part of the Chinese Comptrollers after the emphatic protests to which the Edict gave rise. It has been observed with regret, however, that the innovation involved in the transfer of control from the Wai-wu-pu to the new office is sustained, and the Association adheres in the fullest to the criticisms expressed in its communications to the Foreign Office on Aug. 30, Sept. 24 and 25, and Nov. 16 of last year. The substitution in certain cases of Chinese for foreign employees has been so far on a small scale; but a recent circular by the Inspector-General emphasises a purpose to extend the innovation. A school to train Chinese for Customs work is said to be in contemplation, with the intention that capable pupils shall be drafted into ranks hitherto filled by foreigners; and the recent appointment to the post of Comptroller of an official so distinguished as Li Hui-an negatives any supposition that the Edict might in other respects be dormant. The desire of the Chinese to sinicise (if the expression may be permitted) an important department is not only intelligible but natural, and might command sympathy if the possibility of effecting the change without risk to efficiency could be admitted. But it cannot be admitted. Among the various transformations which have been witnessed lately at Peking—the transmutation of offices and changes (in name only frequently) of Boards—amid all the various projects and pretences of reform, there has been no sign of improvement in the official methods, which permeate Chinese officialdom.

"The inveterate system of marketing rank and office (noted in *The Times* telegram of March 31 last) requires that the Chinese employed promoted in the Customs or in other Government departments shall purchase corresponding rank the price whereof is really a toll levied on his prospective earnings; and he is thus tempted, if not compelled, to recoup himself at the cost of the service—this method of reimbursement or enrichment not being condoned by the public conscience. And if corruption is thus rendered inevitable at the first, the case of the Customs Customs cited in the Association's letter of Aug. 30, 1906, shows to what it may descend. The potential danger to the interests of trade and of the Chinese revenue involved in derogation from the high standard at which the service has been maintained was admitted by the Secretary of State in Parliament on Aug. 6, 1906, and the Association might not have desired to reaffirm the views itself expressed at the same period but for the uneasiness excited by current reports of impending changes in the Inspectorate-General itself. The committee cites, with diffidence the reports that have been current of Sir Robert Hart's intention to visit England either permanently or on leave. But it would be failing in duty if it neglected to express the apprehension with which the accompanying report of Sir Robert Bredon's appointment in his stead has been received. The supreme importance to the welfare of a service comprising foreigners of nearly every Western nationality that its chief should possess the confidence and esteem not only of the Chinese Government, but of the foreign Legations at Peking and of the members of the service itself, is too obvious to need affirmation, except for the purpose of insisting on the difficulties that might arise in the path of one who was deficient in those qualifications. It is unlikely, perhaps, that one should be found commanding the full measure of authority that has become imbued, as it were, in Sir Robert Hart's personality, commensurate with the growth of the service which he has practically created. Nor, perhaps, is any one likely to command the unanimous assent of the many diverse interests concerned in a case that may be described, probably as, unique. But it is believed that a nearer approach at least to unanimity might be attained; and the danger that a chief lacking a full measure of support might be obliged to yield to encroachment where the general welfare is so obvious that the Association feels constrained to press very earnestly on His Majesty's Government the urgent necessity of taking step without delay to prevent the appointment being made, temporary or otherwise, of one who will not secure the confidence of the British community in China, nor they beg to add, of the members of the staff of the Maritime Customs, which could alone ensure the maintenance of the efficiency and integrity of the service.

SHIPPING AND MAILS.

American (*China*) 16th inst., a.m.
Canadian (*Empress of China*) 17th inst.
German (*Prinz Ludwig*) 20th inst.
German (*Prinz Regent Luitpold*) 24th inst.
Indian (*Kulsang*) 28th inst.

The H. A. L. s.s. *Sul-Yow* left Singapore on 14th inst., at 2 p.m., and may be expected here on 24th inst., a.m.
The N. Y. K. s.s. *Kagoshima Maru*, Dombay Line, left Moji for this port on 14th inst., and is expected here on 20th inst.

The N. Y. K. s.s. *Tango Maru*, American Line, left Shanghai for this port on 14th inst., and is expected here on 17th inst.
The Java-China-Japan Line s.s. *Tsiliatop* left Moji for this port on 14th inst., and may be expected here on or about 19th inst.

The Imperial German Mail s.s. *Prinz Sigismund* left Manila on 15th inst., at 2 a.m., and may be expected here on 18th inst., a.m.
The N. Y. K. s.s. *Yamato Maru*, Australian Line, left Thursday Island for this port via Manila on 14th inst., and is expected here on 15th inst.

The C. P. R. Co's s.s. *Montevideo* arrived at Kobe at 10.30 p.m., on 13th inst., and left again at 2 p.m., Thursday, for Yokohama, where she is due to arrive at 9 a.m., on 16th inst.

To-day's Advertisements.

NORDEUTSCHER LLOYD, BREMEN. IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship

"SACHSEN."

having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the Godowns and extra Godowns—Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, whence delivery may be obtained.

Optional Cargo will be forwarded, unless notice to the contrary be given before FRIDAY, the 15th of November, at 11 A.M. No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 1st of November, will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 21st of November, at 9.30 A.M. All Claims must reach us before the 25th of November, or they will not be recognised. No Fire Insurance will be effected. Bills of Lading will be countersigned by the Undersigned.

NORDEUTSCHER LLOYD, MELCHERS & Co., Agents. Hongkong, 15th November, 1907. [1]

NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Steamship

"GREGORY APCAR."

having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge of the vessel will be landed at once, at Consignees' risk and expense.

Cargo remaining on board after 4 P.M., of the 16th inst., will be landed at Consignees' risk and expense.

No Fire Insurance will be effected. Bills of Lading will be countersigned by the Undersigned.

DAVID SASSOON & CO., LIMITED, Agents. Hongkong, 15th November, 1907. [999]

CROSBY HALL.

EXTENSION OF TIME ASKED FROM THE BANK.

The period of grace granted by the Chartered Bank of India to the promoters of the Crosby Hall preservation movement for completing their work expires to-day (Oct. 15). Although excellent progress has been made with the work, it has not been possible to complete it, and this afternoon Alderman Sir Verey Strong and several members of the Preservation Committee had an interview with Sir Montagu Turner, the Chairman of the Chartered Bank, and asked for an extension of time till the end of the month.

The deputation informed Sir Montagu that the work of the Committee was progressing favourably, and that it was believed that an extension of time would enable them to complete it.

Sir Montagu promised that the request should be brought to-morrow before his board, and that a reply should be sent to the Committee after the meeting.

In a conversation with our representative after the interview with the Bank, Sir Verey Strong expressed the opinion that it will be possible, if the extension is granted, to bring the movement to a successful issue. "So far," he said, "the response to the appeal for subscriptions, when we bear in mind that so many persons have been away from home on their summer vacations, has been very cordial and widespread, and in many respects liberal, the amounts promised or received varying from £1,000 to £15."

LETTER FROM LORD ROSBERY.
To a meeting of the Preservation Committee this afternoon, a communication was received from Lord Rosbery expressing his warm sympathy with the objects of the movement.

Alderman Sir Verey Strong presided over the meeting, and there were present Sir William Dunn, Mr. J. W. Donohoe, Mr. C. Y. Sturge, Colonel Pearson, and Mr. Adrian Pollock (City Remembrancer).

Further contributions to the Preservation Fund were announced, amongst others, from the Bishop of Stepney, Archdeacon Sinclair, Canon Duckworth, the Master of the Temple, and Sir Henry Harben.

The amount now subscribed is some £5,000. The total amount required to save Crosby Hall is £10,000, but of this sum, it will be remembered, one half, if it is believed, can be raised on mortgage, leaving the balance of £5,000 to be subscribed by the public, the City Companies, and kindred bodies. Many of the City Companies, owing to the summer vacation, have not yet met to consider what they can do in the matter, but the Preservation Committee has received a large number of letters from members of their courts expressing the fullest sympathy with their object. The position, therefore, is still regarded as hopeful.—*Full Mail Gazette.*

WHAT has Sir Walter Egerton been doing in the way of setting the male fashions in Lagos and Southern Nigeria? For it is impossible to imagine the ordinary civilian turning up at a Government House at "At Home" there in the head-gear alluded to below, unless he felt fortified by gubernatorial example and approval. This comes to us through an indirect channel. They know how to advertise out in West Africa. The *Lagos Standard* of a recent issue contains the following:—"Owode's well-known dress helmet, khaki colour, with puggaree to match, is shaking the top hat from its pedestal. It is the latest and fashionable headgear specially adapted for Frock, Morrell, and other kind of men's apparel. The moral grandeur of this helmet cannot be estimated." That last sentence ought to settle the matter.

To-day's Advertisements.

HONGKONG HOTEL.

MENU.

SATURDAY, November 16th, 1907.

DINNER.

HORS D'OEUVRES.

Caviare and Olive Croutons.

SOUP.

Mock Turtle.

FISH.

Smoked Fish and Butter Sauce.

ENTREES.

Pigeon Parrot and Mushrooms.

Patties a la Toulousaine.

Baked Macaroni and Tomatoes.

CURRY.

Parsee.

JOINTS, &c.

Roast Sirloin of Beef and Baked Potatoes.

Boiled Capon and Celery Sauce.

Roast Leg of Lamb and Mint Sauce.

Cold Corned Ox Tongue and Mixed Salad.

SWEETS.

Vermicelli Pudding.

Rum Omelette.

Strawberry Ice Cream and Finger Cakes.

Cheese Biscuits.

DESSERT.

Coffee. Fruits. [1001]

TABLEAUX VIVANTS.

A SERIES OF LIVING PICTURES will be given on MONDAY, the 18th November, in the Theatre Royal, City Hall, in which the following Ladies and Gentlemen have kindly consented to take part:—Mrs. Bellisio, Mrs. Looker, Mrs. MacKay, Mrs. Somerset Playne, Mrs. Marcus Slade, Mrs. Wall, the Misses Berkeley, Miss Layton, Miss Master, and Miss Wilkinson; Mr. Daniel, Mr. Lee, Mr. M. F. H. May, C.M.G., Mr. Reginald Master, Mr. Somerset Playne, Mr. Satterthwaite, R.E.; Mr. Traiman and Mr. Worcester.

Proceeds, if any, after expenses have been paid, will be devoted to the North-Eastern Hospital for Children in London, and to the Fund for the Restoration of Winchester Cathedral—both of which are in urgent need of help.

Tickets: £2 and 5s.

Booking at the Robinson Piano Company, Des Vaux Road.

Hongkong, 15th November, 1907. [998]

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by

PUBLIC AUCTION,

FOR ACCOUNT OF THE CONCERNED,

ON THURSDAY,

the 21st November, 1907, at 11 A.M., at their

Sales Rooms, No. 8, Des Vaux Road, corner of Ice House Street,

AN ASSORTMENT OF

GOLD AND DIAMOND JEWELRY,

Comprising:—

DIAMOND RINGS, GOLD WATCHES

AND CHAINS, BRACELETS, DIAMOND

PIN, LADY'S WATCHES, PEARLS, &c.

ALSO

MICROSCOPES, TELESCOPES AND

KODAKS.

TERMS:—As usual.

HUGHES & HOUGH,

Auctioneers.

Hongkong, 15th November, 1907. [1003]

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by

PUBLIC AUCTION,

on

TUESDAY & WEDNESDAY,

the 3rd and 4th December, 1907, at 10 A.M.

each day, at H.M. Naval Yard,

SUNDAY OLD AND SURPLUS

NAVAL AND VICTUALLING STORES,

Comprising:—

OLD AND SURPLUS NAVAL STORES;

CHAIN CABLE, WOOD BLOCKS, IRON

AND STEEL-ROTS, HOSES, COOLS, OLD

IRON AND METAL, ELECTRIC CABLE,

MATS AND MATTINGS, WOOD BOXES,

LEATHER, OLD SACKS, OLD INDIA

RUBBER, OLD BOATS, FURNITURE,

CARPET, OLD CANVAS CUTTINGS, &c.

OLD AND SURPLUS VICTUALLING STORES

—BEDDING, SEAMEN'S CLOTHING,

MESS TRAP, COOPRAGE MATERIALS,

large quantity of BISCUITS, &c., &c.

Catalogues will be issued.

TERMS:—As usual.

HUGHES & HOUGH,

Government Auctioneers.

Hongkong, 15th November, 1907. [1000]

FOR SHANGHAI, YOKOHAMA, KOBE,

MOJI, AND NAGASAKI.

THE Steamship

"GREGORY APCAR."

Captain S. H. Belton, will be despatched for the above Ports, on TUESDAY, the 19th inst., at Noon.

This Steamer has Superior Accommodation for Passengers, and is installed throughout with Electric Light and carries a duly certified Doctor.

For Freight or Passage, apply to
DAVID SASSOON & CO., LIMITED,
Agents.

Hongkong, 15th November, 1907. [992]

SOCIETY ST. VINCENT DE PAUL.

The committee of the last at-lasco fête held on the 10th inst. in the compound of the Roman Catholic Church beg to tender their heartfelt thanks to H.E., the Governor and Lady Lugard and to the ladies and gentlemen who kindly contributed with their valuable assistance towards the success of the Bazaar. Their best thanks are also due to the Press, to Captain and Officers of the M.S. *Defiance* for their excellent Band, and the public in general for their very liberal and highly appreciated patronage. The Bazaar realized, after paying all expenses, \$3,000.00.

Hongkong, 15th November, 1907. [1004]

Intimations

THE

ROBINSON PIANO

CO., LD.

OFFER THEIR ENTIRE

STOCK OF

HIGH-CLASS

PIANOS

SHARE QUOTATIONS.

Supplied by Messrs. E. S. KADOORIE & Co. Corrected to noon; later alterations given under "Commercial Intelligence," page 5.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	POSITION AS PER LAST REPORT	LAST DIVIDEND.	APPROXIMATE PERCENT QUOTATION, BASED ON LAST YEAR'S DIV.	CLOSING QUOTATIONS.
				RESERVE.	AT WORKING ACCOUNT.		
BANKS.							
Hongkong & Shanghai Banking Corporation Do. (new)	80,000	\$125	\$125	\$1,000,000	\$1,797,167	£1.15/- for 1-year ending 30.6.07 @ ex 2/2 3/16 \$16.04	\$670 \$555 new issue London £73
National Bank of China, Limited	9,025	£7	£6	\$12,735 \$300,000	\$71,493	\$2.1 (London 3/6) 10/10/07	\$51
MARINE INSURANCES.							
Canton Insurance Office, Limited	10,000	\$150	\$50	\$1,160,000 \$219,058 \$410,959	none	\$20 for 19.6.07	\$23d
North China Insurance Company, Limited	10,000	£15	£5	\$1,160,000 \$219,058 \$410,959	Tls. 204 4/4	Final of 7/6 per share making in all 15/- for 1906=Tls. 2.65	Tls. 76 buyers
Union Insurance Society of Canton, Limited	2,400	\$250	\$100	\$3,000,000 \$450,407 \$1,170,157	\$1,460 3/4	Final of \$12 making \$42 for 1905 and interim of 13/- for 1906	\$780
FIRE INSURANCES.							
Yankee Insurance Association, Limited	8,000	\$100	\$60	\$810,000 \$199,143 \$1,088	\$394,520	\$17 for year ending 31.12.05	\$165
China Fire Insurance Company, Limited	70,000	\$100	\$50	\$1,000,000 \$310,449 \$7,616	\$562,980	\$4 and bonus \$2 for 1905	\$88
Hongkong Fire Insurance Company, Limited	8,000	\$250	\$50	\$1,250,000 \$1,250,000	\$435,236	\$40 for 1905	\$375
SHIPPING.							
China and Manila Steamship Company, Limited	10,000	\$25	\$25	\$7,000 \$204,038 \$56,988	\$365	\$1 for 1906	\$15 buyers
Douglas Steamship Company, Limited	10,000	\$50	\$50	\$500,000 \$250,000	Nil.	\$4 for year ending 30.6.07	\$371
Hongkong, Canton & Macao Steamboat Co., Ltd.	70,000	\$15	\$15	\$500,000 \$16,989	\$27,101	\$2 for 1st half-year ending 30.6.07	\$37 buyers
Indo-China Steam Navigation Co., Ltd. (Preferred)	10,000	£5	£5	\$60,000 \$270,000	\$3,694	\$1 for 1906 @ ex 2/2 3/16 = \$1.74 per share	\$41 sellers
Shanghai, Tug and Lighter Company, Limited	100,000	Tls. 50	Tls. 50	\$4,372 \$4,000,000	Tls. 13,327	Interim of Tls. 14 for account 1907	Tls. 44 buyers
"Shell" Transport and Trading Company, Limited	1,000,000	£1	£1	\$1,871 \$65,000	\$72,370	Interim of 1/- (Coupon No. 8 for a/c 1907)	Tls. 50 sales
"Star" Ferry Company, Limited	10,000	\$10	\$10	\$10,000 \$32,957	\$123	\$1.00 for year ending 30.4.1907	\$21 buyers
Taku Tug and Lighter Company, Limited	100	Tls. 50	Tls. 10	Tls. 98,000 \$1,410,479	\$18,730	Final of Tls. 3 making Tls. 6 for 1906	Tls. 48 buyers
SUGAR.							
China Sugar Refining Company, Limited	10,000	\$100	\$100	\$450,000	\$9,218	\$8 for year ending 31.12.06	\$104
Luxon Sugar Refining Company, Limited	7,000	\$100	\$100	none	none	\$4 for 1907	\$15
Perak Sugar Cultivation Company, Limited	7,000	Tls. 50	Tls. 50	Tls. 100,000	Tls. 8,935	Tls. 4 (8%) for year ending 31.8.06	Tls. 8; sales
Mining.							
Chinese Engineers and Mining Company, Ltd.	100,000	£1	£1	\$15,000 \$12,219	\$12,546	Final of 1/6 (No. 9) for 1907	Tls. 141 sales
Raub Australian Gold Mining Company, Limited	150,000	£1	£1	\$1,871 \$4,873	\$11,358	No. 12 of 1/- = 48 cents	\$9
DOCKS, WHARVES & GODOWNS.							
Fenwick (Geo.) & Co., Limited	18,000	\$25	\$25	\$164,124	\$10,335	\$1.75 for year ending 31.12.06	\$16
Hongkong & Kowloon Wharf and Godown Co., Ltd.	10,000	\$50	\$50	\$100,000 \$25,152	\$13,047	Interim of 12 for six months ending June 30th 1907	\$67
Hongkong and Whampoa Dock Company, Ltd.	10,000	\$50	\$50	\$100,000 \$50,000	\$491,580	\$4 for 1st half-year ending June 30th, 1907	\$100 sellers
Shanghai Dock and Engineering Co., Ltd.	15,700	Tls. 100	Tls. 100	Tls. 1,000,000 \$1,487,210	\$10,459	Tls. 3 for year ending 30th April 1907	Tls. 72
Shanghai and Hongkong Wharf Company, Limited	36,000	Tls. 100	Tls. 100	Tls. 100,000 \$1,100,000	Tls. 23,117	Interim of Tls. 8 for account 1907	Tls. 202 buyers
LANDS, HOTELS & BUILDINGS.							
Anglo-French Land Investment Co., Ltd.	25,000	Tls. 100	Tls. 100	Tls. 15,000 \$130,000	Tls. 3,388	Tls. 6 for 144 months ending 28.2.07	Tls. 1021
Astor House Hotel Company, Limited (Shanghai)	10,000	\$25	\$25	\$10,000 \$10,000	\$10,908	\$24 for year ending 30.6.07	\$20 buyers
Central Stores, Limited	50,123	\$15	\$15	\$1,500 \$10,178	\$10,178	\$1.80 for 1906	\$14 buyers
Hongkong Hotel Company, Limited	12,000	\$50	\$50	\$64,000 \$36,075	\$10,925	\$4 for 1st half-year ending 30.6.07	\$100 buyers
Hongkong Land Investment and Agency Co., Ltd.	10,000	\$100	\$100	\$100,000 \$56,218	\$56,218	Interim of \$31 for half year ending 30.6.07	\$95 sales
Humphreys Estate & Finance Company, Limited	100,000	\$10	\$10	\$100,000 \$11,567	\$11,567	\$0 cents for 1906	\$101 buyers
Kowloon Land and Building Company, Limited	6,000	\$50	\$50	none	\$1,689	\$24 for 1906	\$36
Shanghai Land Investment Company, Limited	78,000	Tls. 10	Tls. 50	Tls. 869,493 \$1,170,000	Tls. 61,978	Interim of Tls. 3 for account 1907	Tls. 101 buyers
West Point Building Company, Limited	25,000	\$50	\$50	none	\$1,519	Interim of \$2 for half year ending June 30th	\$48
COTTON MILLS.							
Ewo Cotton Spinning and Weaving Company, Ltd.	15,000	Tls. 50	Tls. 50	Tls. 150,000 \$150,000	Tls. 64,986	Tls. 10 for year ended 31.10.1906	Tls. 53 sellers
Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited	5,000	\$10	\$10	Tls. 45,939 \$50,000	\$14,169	50 cents for year ending 31.7.07	\$10
International Cotton Manufacturing Company, Ltd.	10,000	Tls. 75	Tls. 75	Tls. 150,000	Tls. 36,211	Tls. 6 for year ended 30.9.06 (8%)	Tls. 52
Lau-kuang-mow Cotton Spinning & Weaving Co., Ltd.	8,000	Tls. 100	Tls. 100	none	Tls. 31,469	Tls. 8 for 1906	Tls. 821 sellers
Soy Chee Cotton Spinning Company, Limited	1,000	Tls. 500	Tls. 500	Tls. 25,257	Tls. 50,663	Tls. 50 for 1906	Tls. 280 sellers
MISCELLANEOUS.							
Bell's Asbestos Esters Agency, Limited	1,004	£12/6	£12/6	\$1,299 \$10,000	\$638	1/3 per share for 1906	\$61
Campbell, Moore & Co., Limited	1,200	\$10	\$10	\$10,000	\$1,653	\$3 for 1905	\$15
China Bureau Company, Limited	6,000	\$12	\$12	none	Nil.	\$1 for 1904	\$101
China Flour Mill Co., Limited	4,000	Tls. 50	Tls. 50	Tls. 50,000	Tls. 889	Final of Tls. 5 making Tls. 10 for 1905	Tls. 58 buyers
China Light and Power Company, Limited	10,000	\$10	\$10	none	\$125,000	60 cents for year ended 30.6.06	6 buyers
China Provident Loan & Mortgage Company, Ltd.	100,000	\$10	\$10	\$100,000 \$100,000	\$185	80 cents for 1906	\$91
Dairy Farm Company, Limited	25,000	\$71	\$6	\$15,000 \$15,000	\$2,974	\$1.30 for year ending 31.7.07	\$161 buyers
Green Island Cement Company, Limited	400,000	\$10	\$10	\$4,000,000 \$10,804	\$10,804	Interim of 50 cents per share for a/c 1907	\$114
Hall & Holtz, Limited	21,000	\$20	\$20	\$186,000	\$25,002	\$24 for year ending 28.2.07	\$201 buyers
Hongkong Electric Company, Limited	60,000	\$10	\$10	none	\$2,953	11 per share for year ending 28.2.07	\$15
Hongkong Ice Company, Limited	5,000	\$25	\$25	\$105,000	\$4,361	Interim of \$4 for 1-year ending June 30th 07	\$240
Hongkong Rope Manufacturing Company, Ltd.	50,000	\$10	\$10	\$500,000 \$4,312	\$4,312	Interim of 80 cents per share for a/c 1907	\$251
Maatschappij tot Exploitatie van Landbouw- en Industrie in Langkai, Limited	25,000	Gs. 100	Gs. 100	Tls. 547,500 \$1,27,603	\$10,375	Final of Tls. 71 making Tls. 221 for a/c 1907	Tls. 330 buyers
Peak Tramways Company, Limited	25,000	\$10	\$10	none	\$3,655	\$1 per sh. or period of 19th Oct. to 30th Apr. 07	\$2 buyers
Peak Tramways Company (new)	50,000	\$10	\$10	none	\$3,655	None	\$5 buyers
Philippine Company, Limited	77,500	\$10	\$10	none	none	Interim of Tls. 31 for account 1907	Tls. 107 sales
Shanghai Gas Company, Limited	24,000	Tls. 50	Tls. 50	Tls. 100,000	Tls. 7,990	Tls. 4 for 1905	Tls. 36 buyers
Shanghai Horse Bazaar Co., Ltd.	5,400	Tls. 50	Tls. 50	Tls. 67,323	Tls. 9,751	Final of Tls. 5 and Tls. 10 for 1906	Tls. 66 buyers
Shanghai Pulp and Paper Company, Limited	4,500	Tls. 100	Tls. 100	Tls. 45,000 \$12,420	Tls. 5,354	Interim of Tls. 5 for a/c 1907	Tls. 124 buyers
Shanghai-Szechwan Tobacco Company, Limited	30,000	Tls. 20	Tls. 20	Tls. 20,000	Tls. 7,843	Interim of 15/- for account 1907 (old)	Tls. 330 buyers
Shanghai Waterworks Company, Limited	16,350	£20	£20	Tls. 190,000	Tls. 85,592	Interim of 11 1/3 for account 1907 (new)	\$15 buyers
South China Morning Post, Limited	6,000	\$25	\$25	none	\$4,914	None	\$52 sales
Steam Laundry Company, Limited	20,000	\$5	\$5	none	\$1,478	40 cents for year ending 31.5.07	Tls. 97
Tientsin Waterworks Company, Limited	2,000	Tls. 100	Tls. 100	Tls. 15,295	Tls. 201	Tls. 61 for year ending 30.4.07	\$11
Union Waterboat Company, Limited	50,000	\$10	\$10	none	\$349	First year	\$10
United Asbestos Oriental Agency, Limited	10,000	\$10	\$10	\$10,000	\$1,360	80 cents on 9,000 ord. shares and \$10.8 on 100 Founders shares for 1907	\$11
Watson, (A. S.) & Co., Limited	90,000	\$10	\$10	\$100,000 \$25,000	\$5,482	Final of 40 cents per share making 80 cents for year ending 31.12.07	\$51 buyers
William Powell, Limited	15,000	\$10	\$10	none	\$41	Final of 30 cts. making 80 cts. for the year ended 30th June, 1906	\$51 buyers

* These shares are entitled to half of the profits.

MAILS.

MESSAGERIES MARITIMES

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THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

(Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN and SOUTH AFRICAN PORTS.)

THE Steamship

"ARCADIA."

Captain A. L. Valentini, carrying His Majesty's Mails, will be despatched from this for BOMBAY, &c., on SATURDAY, the 16th November, at Noon, taking Passengers and Cargo for the above Ports, in connection with the Company's S.S. *Adra*, 8,000 tons, from Colombo, Passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuables, all Cargo for France, and Tea for London (under management) will be transhipped at Colombo into the Mail steamer proceeding direct to Marseilles and London, other Cargo for London, &c., will be conveyed from Bombay by the R.M.S. *Marwar*, due in London on 28th December, 1907.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

For further Particulars, apply to

E. A. HEWETT, Superintendent.

Hongkong, 2nd November, 1907.

STEAM FOR SAIGON

SINGAPORE, BATAVIA

COLOMBO, AUSTRALIA

ADEN, EGYPT, MAH

SEILLES, LONDON

HAVRE, BORDEAUX, MEDITERRANEAN AND BLACK SEA PORTS.

The S.S. "TONKIN"

Captain Charbonnel, will be despatched for

MARSEILLES on TUESDAY, the 26th

November, at 1 P.M.

Passage tickets and through Bills of Lading

issued for above ports, and for Australia with

prompt transshipment at Colombo.

Cargo also booked for principal places in

Europe.

Next sailings will be as follows:—

S.S. *POLYNESIE* 10th Dec.S.S. *TOURANE* 24th Dec.

G. DE CHAMPEAUX,

Agent.

11, Market Street, 11th November, 1907.

FOR SHANGHAI, YOKOHAMA, KOBE

AND MOJI.

THE Steamship

"GREGORY APCAR."

Captain S. H. Nelson, will be despatched for

the above Ports, on TUESDAY, the 19th

inst., at Noon.

This Steamer has Superior Accommodation

for Passengers and is insulated throughout

with Electric Light and carries a duly certified

Doctor.

For Freight or Passage, apply to

DAVID SASSOON & CO., LIMITED,

Agents.

H. K. 102, 11th November, 1907.

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Hongkong, 16th May, 1906.

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The Hongkong Telegraph.

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(ESTABLISHED 1861.)

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光緒三十三年十月初十

FRIDAY, NOVEMBER 15, 1907.

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BIRTHS.

On November 1, 1907, to Mr. and Mrs. Wm. R. O. Ford, "Egmo," Newchwang, a daughter.
On November 2, 1907, at Shanghai, to Mr. and Mrs. G. BUCHANAN, a daughter.
On November 6, 1907, at Shanghai, the wife of H. T. HOD, of a son.
On November 7, 1907, at Shanghai, to the Rev. and Mrs. Geo. H. SEVILL, a son (JOHN ELDREDGE).

MARRIAGES.

On October 28, 1907, at Peking, CLAUDE N. HOLWELL, son of the late Ernest T. G. Holwell of Pittsfield, Mass., U.S.A., and Christina Anderson of Edinburgh, Scotland, to KATRO DE LUCA, daughter of the late Ferdinando de Luca of Naples and Sophie Kennedy of New Orleans, U.S.A.
On November 2, at Shanghai, the Rev. HENRY PAYNE, Tutor, Shanghai, to ELIZABETH JESSIE, daughter of Mr. John Farquhar of Glasgow, Eng.
On November 4, 1907, at Shanghai, JOHN ROBERTSON LIVINGSTONE CALDER, elder son of Captain A. S. Calder of Shanghai, and HONORA SULLIVAN, elder daughter of J. Sullivan, Esq., Melbourne, Victoria.

DEATHS.

On November 3, 1907, at Shanghai, SUSANNA CATHERINE, eldest child of Mr. and Mrs. John G. Currie, aged 16 months.
On November 4, 1907, at Shanghai, EMELIE, wife of P. H. Martin, L. M. Customs.
On November 7, 1907, at Shanghai, NESSIE GOLDMAN, widow of Selig Goldman, aged 64.

The Hongkong Telegraph

MAIL SUPPLEMENT.

ISSUED GRATIS TO SUBSCRIBERS.

HONGKONG, FRIDAY, NOVEMBER 15, 1907.

OUR NEIGHBOURS.

(9th November.)
Chinese immigration to the Philippine Islands is a question which has aroused many discussions in the Press and among individuals, and, for one, we have always maintained that without Chinese labour the country can never be so developed as its resources demand. Some of the Americans resident in Manila have held that by Filipino labour alone the mineral and agricultural wealth which is undoubtedly possessed by the Islands could, or rather would, be developed by the Filipinos themselves and arguments to the contrary have been vigorously rejected. Now, a Filipino member of the

new Philippine Assembly, which was opened under exceptionally favourable auspices, has shown his economic acumen by presenting what may be termed a draft Bill to the Assembly, which practically argues that without the introduction of Chinese labour the whole scheme of expansion of the Islands is bound to fail. Irrespective of the merits of the "petition," as it is properly called, it shows that the intelligent and progressive natives of the country have realised the impossibility of opening up the rich agricultural lands of the interior unless they are assisted by outside aid, which means, of course, the labour which China can provide. At one of the meetings of the Assembly the petition to which we would draw attention was introduced. It was brought in by a member who should be a Filipino, or at any rate a Spaniard, by his name, Pedro Alejandro Paterno, who represents Laguna, and who is himself a Nationalist. Under this draft Bill or petition the United States Congress is to be asked to repeal the present immigration law and to substitute another, which its sponsor has named. It is "a petition for the preparation of a Chinese immigration law for the encouragement of agriculture, industry and commerce and for the increase of the productive population and for the increase of taxes on the one hand and the reduction of the cedular tax on the other." The proposed law itself will not bear scrutiny in our opinion, because it has apparently been based on a variety of the immigration laws which apply particularly to countries where the Chinese immigration question has been directed by political influences rather than economic needs. That fact does not in the slightest degree detract from its value. It is based on the sound principle that if labour is not forthcoming at the spot it must be obtained elsewhere. According to the petition to Congress all Chinese who desire to go to the Philippine Islands should present a petition to the American Consulate nearest to their place of residence, depositing the amount necessary to cover the cost of cablegrams to be sent by the Consul to the Government of the Philippine Islands, announcing the receipt of the petition. Then the Governor-General is supposed to send a form which has to be filled up stating that the applicant is over 18 years of age, and is desirous of devoting himself to commercial, industrial or agricultural pursuits and will be amenable to the laws of the Philippines. He has to pay one hundred pesos as a sort of admission fee, and "Chinese who come into the Philippines to engage in business will pay a fee of P1,000, those who engage in industry P500 and those who engage in agriculture or in day labour P50." That is to say, that every labourer, the man that is wanted to till the soil, to work on the railways, to construct the roads, has to pay a hundred and fifty pesos, besides the cable consular fees, before he can gain entrance into the land which, we believe, is filled with milk and honey. That proposal, we would submit, with all the diffidence of outsiders, is out of the question. An ordinary coolie, the man behind the plough, the essential, could never afford such a sum, and no captain of labour would be willing to risk the two or three hundred pesos necessary for his entrance. If he did he would violate the law in respect of contract labour and, also, if he did, he might obtain the assistance of a Chinese subject who was not a coolie, but preferred to pay the smallest amount required under the law. In other words, a man of business might enter the Islands under the guise of a day labourer in order to save his \$500 or more. That may seem wildly improbable, but the fact remains that the attempt might be made. The point of the proposed ordinance is that agricultural labourers are necessary for the development of the country, and the best class of labour to obtain to the soil, recognise it. Not only they, but those who are their representatives, and are presumably voicing their own and their constituents' convictions. An agriculturalist or the owner of a mine, requiring at least a hundred or even a thousand workmen would never dream of advancing the amount necessary to obtain the Chinese labour which is urgently required if the Philippines are to become self-supporting. The labourers themselves could not produce the money, and the effect of the law would be. But we take it that such is not the intention of the introducer. What he wants is to promote, primarily, the agricultural interests of the Islands and to obtain labour for that purpose, and cheap labour at that. The towkays and taipans and all the other magnates of Chinese commerce and industry can fend for themselves; the coolies are impotent, and when it comes down to the bedrock it is the coolie, the man who is under direction, the actual producer of wealth, who is wanted, and whose presence will be the main factor in the success of the Philippines. As it stands, the law will never achieve that result; it will never bring coolies by the hundreds and thousands to the country which of all others clamours for labour, which as the Philippine delegate understands, cannot be found in the Islands. Who made the tin mines in the Malay States the notable adventure they are but the coolie labourer, and who will make the Philippines a source of untold wealth but the Chinese tillers of the soil. He mines, also, want men, for the mineral deposits of the Islands are known to be great and valuable. And it is a Filipino member of the Assembly who sees this fact and is acting upon it, when he suggests what may be termed the unrestricted immigration of Chinese. This by itself is a testimony to the value of the assistance of representative government which

has been granted to the native race, and an acknowledgment of the force of an argument which we have ever maintained. There is another section to which attention may be called. It reads: "Every captain of a ship that brings to the Philippines a Chinese immigrant shall, on anchoring in any harbour or in the bay of Manila, present to the director of the Bureau of Chinese immigration a manifest setting forth the name of each immigrant, his form of conditions vised by the American Consul, and the sum of P100 as fee for the entrance of each Chinese and the amount of fee for each classification to which the Chinese belongs, whether a merchant, industrial or agriculturalist. The 'captain' who shall not be provided with the manifest above mentioned shall not be allowed to land any Chinese immigrant and should he do so he and the steamship company and consignee of the ship shall pay a fine of P5,000 or suffer ship shall pay a fine of P5,000 or suffer a year in prison or both, in the discretion of the judge." Such a condition might be all very well in America or Australia, but it is absurd in a country which abounds China. Notwithstanding all its defects the proposed petition is sound and important. It implies the future prosperity of the Philippines, a prosperity in which Hongkong hopes to share, and an evidence of the establisment of acuteness of the Filipino intellect to the needs of the country.

POINTING THE MORAL.

(11th November.)

Another instance of the wisdom, which must be attributed to the Government in proposing to purchase an additional firefloat for use in the harbour was furnished in the early hours of this morning, when a serious fire at the Cosmopolitan Dock across the water was only extinguished by the assistance of Hongkong's only floating fire-fighting machine. The fire occurred at a place where thousands of dollars' worth of damage might have been done had it not been taken in hand by the firefloat, and as a curious coincidence the sole fire engine at the service of the authorities in Kowloon was upon repair within a few feet of the outbreak. The arguments of those opposed to the acquisition of another firefloat were mainly based on the fact that what was needed was not another safeguard to the shipping in the harbour but an apparatus for land purposes. The Colonial Secretary pointed out that the sole agent for use against fire in the harbour had periodically to be docked and was, in consequence, out of commission for several days at a time. The need of a second or auxiliary and complementary machine was to his mind, and to the mind of all who have the interests of the shipping of the port, quite obvious, but the opposition was apparently obsessed by the idea that the land interests were paramount, following, doubtless, on the Governor's Budget statement that the Colony should not rely entirely on the shipping for its future prosperity but should look to the establishment of local industries, some of which he enumerated. The land interests certainly must be protected, and we have all along maintained that the fire brigade service of Hongkong was for a city of the size of Victoria and a district of the area of Kowloon, not merely inadequate but absolutely ridiculous. At the same time, that is not to say that the means of combatting fires which may occur in the harbour should be neglected or disregarded. Hongkong, when the question is brought down to a fine point, was built up on its shipping trade, and, whatever may be said to the contrary the shipping trade is the mainstay, the backbone of the commerce of the Colony. The requirements of the brigade on land must be attended to, and would be immediately were the finances of the island in a condition to warrant a large expenditure necessary, but the question of safety from fire of the vessels in the harbour can on no account be allowed to be ignored. As to-day's performance proved, the firefloat showed itself practically amphibious, for it successfully attacked and quelled a fire which, if it had been permitted to break its will, would have meant much to the commercial and labouring class of the community. So that with two firefloats at the service of the brigade the Colony is doubly guarded, which may seem tautological. The immense fleet of vessels which enter into and depart from Hongkong would be protected, and the great mass of buildings which have been erected on the Praya and within reachable distance of the firefloat's operations would also be safe from the ravages of fire, or at least as immune as human ability could render them. There is thus a double advantage in the Government's proposal, which has now been adopted, to expend a paltry \$50,000 on the equipment of the Colony's water brigade. It is one, moreover, which will be appreciated by the marine community as well as by those whose interests are on shore. Other cities having shipping connections of infinitely less importance than Hongkong are not regardless of their manifest duties, as witness the case of Seattle. According to the *Seattle Post-Intelligencer* the municipal authorities there have under consideration the question of purchasing a firefloat and our contemporary comments on the matter are as follows:—"The ordinance authorizing the board of public works to secure plans and specifications for a fireboat, and to award a contract for the same, should be promptly passed. Seattle needs a fireboat. Such a boat will prove of immense value on the water front, in the business portion of the city, and will tend to measurably reduce the fire hazard. The cost of the boat is limited to \$150,000,

and the ordinance further provides that it shall have a pumping capacity of 8,000 gallons of water per minute. These and other details may be worked out by the council and other city officials having to do with the matter. The main thing is to provide, as soon as practicable, a thorough-going fireboat to protect the immense property values along the water front of this city. Of course the people will expect a good, serviceable boat, capable of rendering efficient aid to the fire department, and one not to cost more than a fair and reasonable price. No doubt these limitations will be observed in both the ordinance and the contract to be awarded. That a fireboat will prove of great advantage to the city by affording more adequate fire protection on the water front will not be questioned. In a city of the size and importance of Seattle, with large business interests on the water front, such a boat is an absolute public necessity, and it should be built and put into service as soon as possible. It will be seen that Seattle proposes to expend exactly five times as much as Hongkong on the fire-fighting capacity of the harbour officials, and that it characterises the need of a fireboat, as it is called on the Pacific Coast, as an 'absolute public necessity.' What cost is to be 'fair and reasonable,' but what would people in Hongkong, with its millions of tons of shipping, think of a proposal to spend \$250,000 on a firefloat? When, by the expenditure of a modest \$50,000, we can secure the desideratum of comparative immunity from serious fires in the harbour and along the sea front, why should there be the antagonism to the proposal which showed itself at the time of the Budget's presentation? By all means let the Government be economical at a time when the finances of the Colony are in parlous condition, but let the economy be practised in the right direction, and we hold that the starving of the harbour authorities' requirements is not the right or proper direction. Thanks to the firefloat this morning, the property of the Dock Company, which is almost a national institution, was saved to the extent of thousands of dollars, the \$5,000 damages recorded being a mere fleabite, in comparison with what they might have been. Here we had the fire engine, the 'solitary machine of its kind' possessed by the Government in Kowloon, quietly reposing in one of the sheds where the fire occurred, disabled, weak at its best and temporarily useless. It is questionable whether the efforts of the firemen were not directed equally as much to the salvage of their one lone lamb as to the preservation of the main block of buildings belonging to the Dock Company. The situation strikes the outsider as grimly humorous, with all the elements of a tragedy behind it. It is certainly an incongruous state of affairs to exist in a Colony of the size and commercial importance of Hongkong with its world-wide ramifications. Within two months' time arguments of those who object to the expenditure of money on the acquisition of an additional firefloat have been related and shattered by the best evidence of all, that of ocular demonstration. The fire was the destruction of a junk, carrying oil in the fairway of the harbour, when vessels coming from the east or the west were 'impached' until the arrival of the harbour master with his launch and the firefloat, when the value of the latter was pronounced practically immediately after the Government's intention to purchase a second had been stated and traversed. The second happened during the first watch to-day, and we think the facts are conclusive in favour of the contention which we have consistently submitted that Hongkong must regard the acquisition of another firefloat, at an outlay of \$50,000, as an 'absolute public necessity.'

CHEKIANG RAILWAY LOAN.

(12th November.)

The telegram which we publish to-day with reference to the proposed Chekiang Railway Loan is of great importance as indicating the spirit which animates the people of North China as well as those of the Kwang Provinces. To trace the story briefly of the Chekiang railway we must go back into more or less ancient history. It will be recalled by those who have followed the subject of railway construction in North China that the concession for the construction of this line was obtained some years ago by a British syndicate, but for various reasons, including the troubled state of the country and other causes which need not be enlarged upon in this connection, the ideas of the capitalists who had undertaken the operation of the railway had to be postponed. Now that the time has arrived when the conditions of the concession may be utilised, the people of Chekiang argue that by the effluxion of time the rights granted to the concessionaires have lapsed and hence the claim which has been brought forward that the latter have forfeited their privilege to build the railway. This view, however, is apparently not endorsed by the powers that be in the Chinese Foreign Office at Peking, for the opposite contention is that the line must be constructed by the original British syndicate. We must give credit to the energy displayed by the local British representative of the British and Chinese Corporation, Mr. J. O. P. Bland, for his efforts in securing the recognition of the Chinese authorities to the validity of the claims submitted by the British syndicate. The Walwup engaged to raise a loan through the Corporation of a sum amounting to £1,500,000 sterling, which is to be devoted towards the building of the line. It is the announcement of this

loan that has created the disturbance and opened the horns' nest in Chekiang. When it was first made known that the loan was to be negotiated, the people rose in indignation, and a mass meeting was called, at which a resolution was passed condemning in toto the attitude of the Central Government. The gentry and people attributed the action of the Government to the Governor of Chekiang, and in revenge they threatened to desecrate the graves of that official's ancestors. The spirit of the mob, no doubt, in the minds of the officials that the threat would be ultimately carried into effect, and, in consequence, strong guards of soldiery were despatched to different places within the Province to guard against the act of sacrilege which was proposed to be carried out. A demonstration of force had the effect, apparently, of dampening the ardour which prompted the exhibition of mob law in Chekiang, and now, from the telegram which we publish to-day, it is evident that people intend to take a more practical line of action than by resorting to force to punctuate their argument. We see in the present attitude of the people, and in the raising of so large an amount voluntarily as twenty-seven million dollars, the determination of the Chinese to follow up the policy initiated by the leading men of the Middle Kingdom—the policy of China for the Chinese and by the Chinese. We can take no exception to the people, in seeking to buy out the concession; for, viewing the matter dispassionately, we cannot but concede to them a good deal of reason in their arguments, that the right to construct the railway should be retained in the Province and that the work should be accomplished by the people on their own initiative. At the same time, there is no reason for the dissociation of British assistance and co-operation in connection with the technical and practical questions that have to be solved before the line becomes an accomplished fact. It would be in the last degree exasperating if the administration of the line were allowed to fall into the chaotic condition which has characterised the Canton-Hankow railway as the result of affairs being entirely placed in the hands of Chinese. The engineering questions which have to be worked out should certainly be conducted by foreign experts, and we take it that such a view will be generally endorsed even by those who favour the China for the Chinese maxim. What the Chinese themselves object to, we assume, is that the loan contemplated should be floated abroad, which would mean that the Province to a large extent would be placed in a condition of subservience to the British bondholders. Such a national sentiment is laudable even though it may conflict with our own national interests and we venture to assert that it is not the intention of the British Corporation to claim any sovereign rights over the territory through which the railway will pass. The Corporation, we presume, looks upon the concession in the nature of a practical business transaction, and as such no objection should be offered to the Chinese re-acquiring it for themselves, always provided that foreign influence other than that of Great Britain, will not be allowed to creep in where the representatives of the British Corporation have the prior right. The whole subject is illustrative of the change passing over China from North to South and indicates the spirit which has roused the main body of the people to act for themselves.

ABSENT OMENS.

(13th November.)

Adsett has been punished according to the law of Great Britain—a law founded upon that evolved by the Roman republic. That there are many men who object to capital punishment none can deny. But that any can say a word against the punishment meted out to Adsett is difficult to understand. How else can they sustain their reasons, it is not easy to discern. The man, who was executed this morning appears to have been the companion of those who are usually considered to reside in the under level. He may have been a man in the American Navy, but when he left the Navy he became as bad as the man in Pericles. Not only did he attempt to suggest in the Philippines that he was an independent citizen, but he also seemed to have lived upon the earnings of the 'unfortunate.' On the question of capital punishment there are diverse opinions; but in this case where an absolute brutal murder was committed few will hold that any other sentence than that of death was worthy of the crime. Adsett might be a first-class man, a good son, and all the rest of it, but the evidence showed that he committed the atrocity, not under the influence of drink, but while he was quite sober, self-possessed, and with a full knowledge of what might result. Whether opinions agree on the subject of capital punishment is not in question. But Adsett certainly, in our opinion, met his deserts when he suffered the extreme penalty of the law this morning. His bravado and braggadocio carried him through for a while, but neither of these was sufficient to carry him through the straightness of plain British justice. No doubt there may be the suggestion that he was treated unfairly, inasmuch as he had no power of appeal, but we submit that his confession was sufficient to prove that the verdict of the jury arrived at, after careful and serious consultation, was entirely substantiated. It is melancholy to think that a man should suffer capital punishment. Adsett committed a crime under revolting conditions—a crime for which he would probably have been lynched in his own

country, and a crime for which pardon was impossible. When a single woman takes her child, and knowingly kills it, fearing the result of exposure, we can perfectly well understand her state of mind at the time, but when a man deliberately takes a woman to a hotel, kills her, crams her corpse into a box, and takes measures to get that box away he is deserving of no sympathy, and in receiving the extreme penalty of the crime Adsett suffered what the law provided for his own misdeed.

CHINA'S POSTAL SERVICE.

(14th November.)

The question of the Post Office, especially when it is shown to be losing money as the result of the Berne Conference, is of perennial interest to the merchant, and indeed to every member of the community who has reached the stage of being able to write the letters of the alphabet. Of late years Sir Robert Hart has built up a postal system in China which has secured the general commendation of those who have had occasion to employ it. In dealing with this question the *Times* of Shanghai remarks that although begun only within the last ten or twelve years, the progress made by this department has been wonderful, and it is gratifying to see that the recently constituted Ministry of Posts and Communications appears to have inherited the traditions of its predecessor in control, the Customs Service, and to be carrying on the work of the Post Office in a manner which demonstrates convincingly that the department is at least capable of dealing with all the mail matter within the Chinese Empire. Having reached this level of efficiency, however, it now becomes necessary for the Board in control to look beyond the confines of China, and aim at the creation of a postal service which will not only be qualified for admittance into the International Postal Union, but take a foremost place among the various systems within that Convention. China cannot aim too high in these matters, and that being so, it goes without saying that the Ministry of Posts and Communications cannot be too careful in the choice of a model to follow in the future development of the growing system under discussion. But all this, of course, must be perfectly well-known to 'the Board concerned,'—in this case the Yu Chuan-pu, or Ministry of Posts and Communications—whose members are, and have been for a long time past, no doubt, investigating and comparing all the leading national postal systems of the world with a view to the adoption of one or the other, either in part or entirely, as a pattern for China to follow in the building up of her system of national posts. The British Postal department will very likely come in for a good deal of attention in this connection, and many of its features and arrangements will meet with the acceptance of the Chinese authorities; but world-wide and efficient as the gigantic British organisation is, experts discover in its disadvantages, crudities and deficiencies, as compared with other national services—the Swiss, for example, with which the Yu Chuan-pu would do well to acquaint itself thoroughly before making a final choice. The two systems, the Swiss and the British, are compared with one another in a most instructive manner by the *Investigator* Review, in the course of a long article on 'The Post Office Monopoly,' which is published in the issue of the 28th September. After discussing the reasons why the state claims a monopoly in the collection and distribution of letters and other mail matter within the British dominions, the article proceeds:—"The difference in the results of carrying on the business with one or other of these subjects—profit or public convenience—becomes very clear if we compare Post Offices worked on these opposite systems." After stating some of the advantages of the Swiss system the writer remarks: "But space would fail to tell of the many ways in which the public convenience is studied by the Swiss Post Office. If one goes into an office he finds provision made for those who desire to write letters. Here, even when the business is not carried on in the corner of the shop of a baker or grocer, there is no such provision. On the contrary, we are met by a number of discourteous and even hostile warnings. We are not to expect change, we must not look to have our letters weighed, especially if we are warned not to use, except for writing telegrams, the pen attached to the wall by a yard of string. What an attitude for a business office to take towards its customers! The Swiss Post Office accepts responsibility for loss or delay in its postal guide; it instructs the public how to make claims, and gives information as to the bringing of action against it." Whether the Swiss or the British system is the better is a matter of opinion, but China cannot follow European methods in their entirety for the conditions are utterly different.

THERE is a report that the shares of spinning companies and sugar refineries are to be recognised by the Bank of Japan as negotiable securities. We cannot say how much truth there is in this rumour, but it would evidently be a step of considerable importance both in banking and business circles. Before such scrip could be placed in this favourable position, the Bankers must presumably satisfy themselves that the various businesses are absolutely sound—that, for example, of sudden calamity could sweep away one of them away without the holders of stock having some security against loss. In this connection it may be asked how these concerns stand in the matter of fire insurance. Some undoubtedly heavy insurance on their machinery and premises, but if we are not mistaken, it is almost wholly in Japanese companies, and when the great wave of the plan and machinery of a single company is considered, and the possibility of a conflagration effecting complete destruction, it becomes a question as to how far the Japanese insurance companies could stand the strain. How are these concerns protected against fire? As all the latest appliances fixed with a view to rendering fire less likely of outbreak and less damaging when outbreak does occur? We do not know, of course, if this side of the question has been considered by the bankers, but it is evidently one that is of great moment. Before the shares of the spinning companies and sugar refineries are made negotiable securities, it is eminently necessary that the question of fire insurance should be dealt with and placed on a satisfactory footing, for in case of a doubt on the head the proposed new departure is likely to prove more evil than it is calculated to cure.—*Japan Chronicle*.

Telegrams.

"HONGKONG TELEGRAPH" SERVICE.

ANTI-BRITISH BOYCOTT. ADVOCATED IN NORTH CHINA.

MASS MEETINGS, PROTEST AGAINST CHIKIANG RAILWAY LOAN.

[From Our Own Correspondent.]

Shanghai, 11th November, 2.55 p.m.

The opposition to the acquisition of the Chikiang Railway Loan is steadily increasing and assuming wider dimensions.

At mass meetings which were held on Saturday an anti-British boycott was advocated by the piece-goods dealers of Chikiang.

CHEKIANG RAILWAY LOAN.

MASS MEETING OF CHINESE.

TWENTY-SEVEN MILLION DOLLARS SUBSCRIBED.

[From Our Own Correspondent.]

Shanghai, 12th November, 11.10 a.m.

At a mass meeting which was held on Sunday to discuss the question of the proposed Chekiang Railway Loan, it was decided by the Chinese to buy out the railway.

The sum of twenty-seven million dollars was subscribed for that purpose.

INTERPORT CRICKET.

SHANGHAI TEAM DEPARTS.

ENTHUSIASTIC SEND-OFF BY THEIR SUPPORTERS.

[From Our Own Correspondent.]

Shanghai, 12th November, 11.10 a.m.

The Interport Cricket Team left Shanghai for Hongkong yesterday. They received an enthusiastic send-off.

SHANGHAI TRAGEDY.

ACQUITTAL OF VARIAM SINGH.

[From Our Own Correspondent.]

Shanghai, 13th November, 3 p.m.

Variam Singh, who was alleged to have murdered a Sikh woman on board the *Shanghai*, was acquitted yesterday evening.

CHARTERED BANK'S SHROFF QUIWITTED.

CLEVER TRICK BY A COOLIE.

11th inst.

One of the most audacious tricks that have been played with success in a bank in Hongkong for some time past, which is alleged to have been played on the Hongkong branch of the Chartered Bank of India, Australia and China on Friday last.

During the fifth recess on the 11th inst., a Chinaman called at the Chartered bank and presented to one of the clerks a draft for 150,000, payable to Kwong Pang, from the Sandakan branch.

The shroff took the draft, and asked Kwong Pang to wait. Half an hour later another Chinaman called and handed to the same shroff two drafts of \$500 each, made payable to Wong Kan Leung. He also was told to wait.

In the meantime several others called on similar errands, until when paying time came those awaiting payment were many, and all were in a hurry to get away.

When payment is being made on a cheque or draft, it is customary, even if the person is known, to call out the name on the form.

This rule was not neglected when the case in point, and several payments were made.

"Wong Kan Leung," the shroff next called, and a man stepping forth, received the \$500 handed him, and departed. When all the payments had been made a man stepped up to the counter and asked for the payment on the two drafts of \$500 each, which he had presented.

"Wong Kan Leung," two drafts have been paid," replied the shroff.

"I am Wong Kan Leung," said the applicant, looking thunderstruck, "but I have not received any money."

Immediately it was seen that a trick had been played. Someone had called his own name and Wong Kan Leung's too.

The detective department was promptly notified, and Detective Sergeant Morrison was put on the trail of the thief. Becoming aware that most of the men who had cashed drafts at the Chartered Bank that day were repatriated coolies from Sandakan, and must be living in the Sandakan boarding-house in the city, the detective followed that track, which led to success, for at about nine o'clock on Saturday night he captured his man, who turned out to be no one else than Kwong Pang the man, who presented a draft at the bank for 150,000, and posed as a Sha U Ching stevedore, comfortably installed and awaiting the departure of the vessel.

Detective Morrison, who is to be complimented on his smart capture, did not trace the man home too early for in a few hours the vessel would have left, and on her his quarry.

Kwong Pang was taken off the ship and removed to the police station, where he was lodged with the crime. He finally, after much bad-bawling, confessed to the theft. He volunteered to show the police where the money was hidden. Yesterday morning, he led Detective Morrison to a house at Kowloon City, where the money was recovered intact. This morning, he appeared before Mr. F. A. Land, at the Magistracy, on a charge of larceny by trick. The case was adjourned.

INTERPORT CRICKET.

HONGKONG TEAM.

The Committee have decided to select the team to represent Hongkong against Shanghai from among the following players—Messrs. R. Hancock, H. Hancock, W. C. D. Turner, T. E. Pearce, A. E. Langley, R. R. Makin, Major H. E. Lewis, 19th Inf., Capt. M. H. Beasley, R. A. A. Claxton, A. W. J. Peake, Corl, 3rd Mid, Regt., J. H. Irvine, W. Edwards and R. C. Whitchell. A practice match will be played on the ground on Wednesday, November 13th, commencing at 3 p.m. The teams being composed of the players above mentioned.

THE APPROXIMATE PROGRAMME.

The approximate programme for the entertainment of the visitors is as under—Thursday, November 14. Shanghai Team arrive per s.s. *Arradiaz* at 2 p.m. Flowers and public gardens. No amusements to be arranged for the evening.

Friday, November 15. Morning and afternoon devoted to practice. No amusements to be arranged for the evening.

Saturday, November 16. Match Hongkong v. Shanghai commences at 11 a.m. (A tennis match will be played if it is decided to commence the Cricket match on Monday).

Tiffin in Pavilion 1.15 p.m. Play ceases 5 p.m. Fete on Cricket Ground 9 p.m. until midnight. Supper after 10.30 p.m. at the Hongkong Club which is being thrown open to ladies invited by members.

Sunday, November 17. Possible Golf match. No amusements to be arranged for the evening.

Monday, November 18. Continuation of Match as on 16th. St. Andrew's Ball Practice at City Hall 5-7 p.m.

Musical Tableaux Vivants at City Hall 9-10.30 p.m.

Tuesday, November 19. Continuation of Match as on 16th and 18th, if necessary, or possibly Match between the Shanghai Team and the "United Services."

Wednesday, November 20. Continuation of Match as on 16th and 18th, if necessary, or possibly Match between the Shanghai Team and the "United Services."

Dinner to the Interport Teams 8 p.m. Hongkong Hotel, Kowloon Dock A. B. C. performance at the City Hall 9 p.m. "Rob Roy."

Thursday, November 21. Visitors depart per "Empress of Japan," Blake 5.30 p.m. A. B. C.—The time fixed for the usual tennis match will be notified later.

No tennis can be played on the ground on Wednesday, November 21, as a practice Cricket game will be in progress, the players being those from whom the Committee will select the team to represent Hongkong.

SHANGHAI TEAM.

The Shanghai Team will be represented by Messrs. R. N. Anderson, J. K. Brand, A. G. H. Caruthers, C. P. S. Cooper, D. R. McEuen, P. Lamb, W. Rodolph, A. F. Whelan, L. Walker (Captain), H. de Voss, N. L. Sparks, H. H. Ollerdsen and T. Main.

Messrs. A. G. Caruthers and H. de Voss will represent Shanghai Golf Club representatives, Messrs. Walker, Brand and Rodolph are bringing their club.

ARRIVAL OF SHANGHAI'S ELEVEN.

14th inst.

The Shanghai cricketers who are to tussle with Hongkong for honours in a few days arrived in the Colony this afternoon on board the P. and O. mail steamer *Aradiaz*. Soon after the arrival a number of friends went to the pier to welcome the sporting visitors. In the afternoon they were seen at the sports on the cricket ground.

Play commences on Saturday forenoon, at eleven o'clock, and will be continued on Monday, if the weather is fine.

The Shanghai team will be represented by Messrs. R. N. Anderson, J. K. Brand, A. G. H. Caruthers, C. P. S. Cooper, D. R. McEuen, P. Lamb, W. Rodolph, A. F. Whelan, L. Walker (Captain), H. de Voss, N. L. Sparks, H. H. Ollerdsen and T. Main.

Of Hongkong the following will play—Messrs. R. Hancock, (Capt.), H. Hancock, J. E. Pearce, W. C. D. Turner, A. E. Langley, H. R. Makin, Major H. E. Lewis, 19th Inf., Capt. M. H. Beasley, R. A. A. Claxton, A. W. J. Peake, Corl, 3rd Mid, Regt., J. H. Irvine, W. Edwards, Messrs. A. Claxton, A. W. J. Peake, W. A. Powell, J. H. G. Taylor, 19th Inf., and K. C. Whitchell.

INTERPORT TENNIS.

There is a probability after the conclusion of the cricket match of a tennis tournament being got up between the Club and the Visitors. In that case Mr. H. Hancock, the runner-up in the recent Annual Tournament Club Championship, has been invited to represent Hongkong against Shanghai in the "singles," while Captain H. M. Beasley, R. A., has been invited to represent Hongkong in the "doubles," with leave to choose his partner.

Shanghai will be represented by Mr. A. G. H. Caruthers and Mr. de Voss.

The date and time of these matches will be given later.

THE ARRANGEMENTS.

ADIRABLE PROVISION FOR ALL.

There can be no question that Mr. A. R. Lowe, the Secretary of the Hongkong Cricket Club, has made excellent provision for the entertainment of the Shanghai team during their stay in Hongkong.

Some changes have to be noted, for example, in the case of Major Lyons whose place is taken by Lieut. Taylor, of the 11th Infantry, but the team stands pretty well as it did as a whole. Col. Carter has been nominated as the umpire for the Hongkong team, while Comdr. Leatham, R.N., will look after the interest of the Visitors.

To-morrow, after the game is well started, both teams will adjourn for luncheon at one o'clock, which will occupy an hour. It is believed that His Excellency the Governor will be present.

It should be stated that the Pavilion and all the reserved stands will of course be open to members and also to the Naval Service. There will be a large stand at the Hongkong Club side of the ground, where subscribers with their families and children may watch the progress of the game. Sitting accommodation will be provided also for non-members at a stand near Murray Barracks corner, so that all who come will be welcomed.

The band of the 11th Infantry will play selection of music during the afternoon, through the kindness of Major Chitty and the officers.

At night the grounds are to be illuminated between 9 and 11 p.m. There will also be an open-air cinematograph, and Eurpeans will find that light refreshments may be obtained on the ground. So far as we can make out the general public can obtain admission by

any of the doors, except by those which admit to the Pavilion.

Mr. Lowe must be complimented upon the admirable manner in which he has directed the arrangements for the reception of the Shanghai XI, and it is only just that his anticipations in favour of Hongkong should be realized.

FETE ON THE CRICKET GROUND.

Tickets of admission for members and friends to the fete on the Cricket Ground on Saturday, 16th inst., 9-12 p.m., are being applied to members (and non-members) guaranteed. Additional tickets may be obtained on application at the Club pavilion.

The general public are admitted to the Murray Road side of the ground and will not require tickets.

THE "SWALLOW" REFORMER.

APPLICATION FOR HIS ACQUITTAL SUBMITTED.

With reference to the case of Lu Ki Shing, alias Lu Chao, who was found guilty at the Magistracy on a charge of being concerned in an armed robbery, alleged to have been committed in the Pingcheau village in July last, and who was committed to the Victoria Gaol in September last, by Mr. F. A. Land, pending the order of His Excellency the Governor for his extradition, application was made in the Supreme Court, this morning, for his acquittal, on the ground that he was a political offender and therefore, according to British law, could not be extradited.

This case, readers will remember, has aroused much interest in native circles, especially at Singapore, where the Chinese merchants have taken up the matter and petitioned the Governor at that port asking for his release.

Mr. W. Rees Davies (Attorney-General), instructed by Mr. G. E. Morrell, of Messrs. Denny and Bowley, appeared for this Crown. Sir Henry Berkeley, K.C., who was assisted by Mr. Otto Kong Sing, represented the accused.

The Attorney-General opened his proceedings by stating briefly that he was presenting today under the rule nisi granted by the Court, calling upon the Superintendent of the Victoria Gaol to show cause why he should not bring up the body of Lu Ki Shing under the writ of *habeas corpus*. The proceedings, he stated, were taken under the Chinese Extradition Ordinance 1899, which he quoted. The charge against the accused was of armed robbery committed in the Pingcheau village, and the offence was set up as two-fold. First of all, the defendant in *alibi* showing that he was not there when the robbery was committed, and the second contention of Sir Henry Berkeley was that the offence was a political one and therefore the accused could not be surrendered under the Ordinance. The facts of the case, Mr. Rees Davies said, were fully set out.

His Excellency the Governor, Mr. F. A. Land, (proceeding) he was in a position to support the fully. He had decided to raise a point which had not been dealt with before, and was prepared to argue on the point dealt with by the learned Chief Justice in the case of Wong Ka Chuen, which was decided before his Lordship in July, 1906.

Sir Henry Berkeley began his address soon afterwards. He said he was quite willing to adopt the suggestion of the Attorney-General in the matter. He said he was quite willing to adopt the suggestion of the Attorney-General, but his learned friend only declared generally that he supported the Magistracy's decision. He contended that when he had stated his case the Court would be induced, compelled, impelled to order the discharge of the fugitive now detained on the committal warrant of the Magistracy. Sir Henry then gave a history of the case which led to the arrest of the accused, and the subsequent conviction. The first fact was that in the month of May last a rising took place at Swatow between the people and the local administrators of the province. That fact he desired the Court to bear in mind as it was the basis of his argument. In May, he proceeded, the rising began and a town called Wong Kong was captured by the insurgents and a quantity of arms and ammunition and stores were taken from the official yamen, by the rebels. What might be regarded in ordinary circumstances as an armed robbery was on that occasion committed. The rebels seized the yamen and took the stores. The next important fact was that the fugitive Lu Ki Shing was the leader of the rebels. These facts were abundantly established before May. The rising failed, for reasons which were not necessary to discuss at the present time, and the insurgents dispersed, and the rebels fled. The next fact required careful attention was that on June 2 the authorities offered a reward of \$5,000 for the capture of the leaders of the rising, and \$5,000 for Lu Ki Shing. We have it then, he went on, that a reward was published on June 2 for his capture. In what capacity? Sir Henry asked. A rebel leader? He was sought after by the Chinese authorities as a leader of rebels and that only. On June 24 he adopted the suggestion of the Attorney-General, and that day a requisition was made to the authorities for his apprehension on a charge of armed robbery and he was apprehended on that day—June 24. In the warrant of arrest of time, place, when, where or who was affected by the robbery was made. There was no statement made of the robbery at Pingcheau, as was later alleged. There was no statement of the robbery at Pingcheau, as was later alleged. It was an armed robbery, and that was the fact. The man was arrested for armed robbery committed within the jurisdiction of China. Sir Henry maintained that he did not dispute the form of the warrant, but that a warrant was able to be put in at any time. Sir Henry asked, he said, would not be tolerated by a British judge in a British Court. After consulting his notes Sir Henry proceeded. He put it that a grave mistake had been made. The prisoner was a man of high character and standing, and he had no doubt that the Chinese Government had been deceived by witnesses tempted by the reward and who had volunteered to fill in the blank left in the open warrant. It was not until the 16th July that two witnesses came down from Swatow and identified the prisoner as he was then under arrest, and to speak of the Pingcheau robbery. Why all this delay? Why, if the Chinese Government knew on June 24 (the day of his arrest) that the prisoner was the man implicated in the Pingcheau robbery, they did not say so? Why, having regard to Swatow, was only a few hours' steam from Hongkong, why did they not say so? The Chinese authorities had in their mind the robbery of arms and ammunition from the (Wongkong) yamen, or as that, Sir Henry explained.

He then wanted to quote authorities to show that the Extradition law did not permit of a man being surrendered if the offence committed was of a political nature. He contended that the Chinese Government had in their mind the robbery of arms and ammunition from the (Wongkong) yamen, or as that, Sir Henry explained.

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the Chinese authorities then have applied for the prisoner's extradition on the charge of murder instead of armed robbery? Would they not have sought his extradition on the superior than to the inferior charge?

More authorities were quoted, at the conclusion of which Sir Henry asked for the prisoner's discharge on the ground that he could not be extradited, he being a political offender.

The Attorney-General quoted authorities at considerable length and reviewed the evidence both sides in support of his contention. He brushed the evidence for the defence as conflicting and improbable, and added that that was not material to the case. The question before the Court, and which the Court had to decide, was whether the prisoner was one of the thirteen or fourteen men who committed the robbery that night. He did not deny that the prisoner was a man of some respectability, but he would ask the Court's attention to the place where he was found, a house occupied by two men, one of whom was a former coolie employed at the Sugar Refinery, and the other a street hawker, who, when called to the Court attired himself in a flowing gown—the "stigma" of respectability. Mr. Davies proceeded again to quote authorities, after which judgment was reserved.

11th inst.

Yesterday a meeting was held in the Mue Yuen Gardens, in the western suburb, for the purpose of electing a president and a committee for the proposed Bureau for the introduction of the self-government scheme in this city. Mr. Liang Siu-shan, who obtained thirty-two votes, was nominated and appointed president, and Messrs. Yik Lan-chi, Tang Siu-chuen, Liang Siu-shan and Hui Shu-kwan were appointed members of the committee. At this meeting Mr. Liang Siu-shan was voted to the chair and a code of draft regulations was drawn up for the proposed Bureau.

LOCAL SELF-GOVERNMENT.

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PIRACY.

On the 10th inst., a junk proceeding to the district of Ho Yuen from the district of Waichow was attacked by pirates when passing in proximity of a place called Sai Kau Lung. The pirates carried away a large quantity of valuables and goods in addition to taking away two thousand dollars in silver from one of the passengers. So far, two of the pirates concerned have been arrested.

EX-VICE-ROY SHUM.

A Shanghai telegram states that H.E. Shum Chun-huen has arrived there from Hangchow and is staying in a hotel to recuperate his health.

APPOINTMENT.

Taotai Liang Lan-fun has been appointed by H.E. the Viceroy assistant director of the Canton branch of the Imperial Chinese Telegraph Administration.

EMPEROR DOWAGER'S BIRTHDAY.

H.E. the Viceroy has issued a notification to the effect that the 10th day of the present moon (the 15th inst.) being the birthday of H.E. the Empress Dowager of China, all subordinate officials, both civil and military, are to assemble at the Imperial Temple to offer their respects before the Imperial table on that day.

RIVER ACCIDENT.

This morning, on the arrival of the s.s. *Falshin* at Canton, a sampan was upset by the wash from her propellers, with the result that three boatmen are reported to have been drowned. The lifeboats, belonging to the Canton Customs succeeded in rescuing a child from the water.

12th November.

WHICHOW CHINESE SUSPICIOUS.

A correspondent writes from Whichow to the effect that, a few months ago, two thousands of foreign nationals were seen lying in the river at a place called Hai Fung, in the district of Kwai Shan, in the prefecture of Whichow, for some time. Some foreigners from these gunboats were also seen engaged in surveying the waterways from there to the interior extending to the mountains of Nien Shan. It is the opinion of the natives that the foreigners had some sinister design in surveying those waters, as the district offered favourable positions for the establishment of fortresses. Now some foreigners have again appeared on the scene and have put up five to mark out a portion of the bank around the small islands there, and have also marked out the boundaries in the Nien Shan mountains with white poles, which to the minds of the natives seem to show that the marked out places will be acquired by the foreigners. But so far the officials of the locality have no knowledge of these facts.

LOCAL SELF-GOVERNMENT.

Instructions have been received by the Canton High Authorities from the Capital to prepare a report on the policy to be followed and the arrangements to be made for the early introduction of self-government in the different prefectures and districts throughout the province of Kwangtung, and to forward the report to the Capital to the Ministry of Internal Affairs (the Min-cheng) who will discuss it and, if found suitable, will approve of it.

LIKIN COLLECTIONS.

It is now ascertained from an official report that for the second half year of the last Chinese year, the total collection of Likin duties for the whole province amounted to Taels 2,178,230, of which amount Taels 1,018,880 have been remitted to Peking and the balance of Taels 2,19,340, is to be appropriated towards defraying the cost of the administration of the Kwangtung Government.

SECRET INQUIRY.

Mr. Ko Yu-hin, a member of the Ministry of Foreign Affairs, has arrived here on commission of inquiry and has reported his arrival at the Viceroy's yamen. Mr. Ko is at present staying at the Canton-Kowloon Railway Office.

OPIM HABITUÉS.

The return of patients admitted into the Canton Fong Pin Hospital for treatment since the establishment of the institution, and the number of those who have been discharged upon recovery, is as follows—Admitted 310, Discharged 15,537. Discharged from Hospital on recovery 5,642. In addition to the above 272 opium-smoking patients were admitted for treatment, and those who have recovered and were discharged from the institution numbered 208.

SPECIAL COMMISSIONER.

Taotai Fung Yuen-tung has been ordered by the Ministry of Communications and Post (the Yuchun) at Peking to proceed to the Southern capital to investigate into affairs in connection with the Canton-Hankow Railway, and into matters with regard to the Canton branch of the Imperial Chinese Telegraph Administration. Taotai Fung is reported to be a passenger for the C. M. S. N. Co.'s s.s. *Kwanglei*.

MORE DETECTIVES.

The Canton Police Department has decided to add another twenty members to its detective staff, and has sent out notices to the different stations to submit the names of probable suitable candidates for selection to fill these positions. The stations have been advised to recommend only men well

THE KING'S BIRTHDAY.

CELEBRATIONS AT CANTON.

ENTERTAINMENT AT THE BRITISH CONSULATE.

[From an Occasional Correspondent.]

Shamoen, 9th November.

British patriotism and loyalty and devotion to His Majesty King Edward VII. are manifested in no less pronounced a manner here in the cosmopolitan settlement of Shamoen than were this a small British Colony. With a representative of His Majesty so widely popular as the Consul-General Mansfield in Canton, any occasion for a demonstration of loyalty is an occasion for the utmost enthusiasm from the British residents at this port. On his part Mr. Consul Mansfield has arranged a programme of entertainments in keeping with the best sporting traditions of the race. The British community have issued a circular in which they cordially invite residents of other nationalities to attend the sports which are to take place on the Recreation Ground in the afternoon and the open air concert on the cinder track, opposite the British Consulate-General, in the evening. Arrangements are completing for the illumination by electric lights of the Consulate buildings at night, when there will also be a pyrotechnic display for the entertainment of visitors.

The programmes for both the functions have been most carefully arranged to provide the maximum of amusement to the greatest number, not omitting, of course, our naval representatives whose presence is essential to the complete success of the artistic get-up of the programmes, which show what pretty designs are capable in the matter of the "art preservative" in the hands of efficient printers. Messrs. Noronha and Fernandes deserve credit for the tasteful display of both the programmes, copies of which are herewith forwarded.

PROGRAMME OF SPORTS
on Recreation Ground to commence punctually at 4.30 p.m.

Judges—H. Bent and L. H. Gilman.
Stewards—T. D. Moorhead.

1.—FLAT RACE. Residents and visitors. Once round the ground. Two prizes.

1. E. Lind. R. W. Jamison.
H. G. Mackenzie. A. G. Wallis. D. M. Barry.
D. B. Santom. A. V. Hoger.

2.—TEAM RACE. For sailors only. Three times round the ground. Entries in teams of three. One prize of \$15 to winning team.

3.—SACK RACE. Open. 60 yards. Entries on ground. Two prizes.

R. Morris. G. G. Thorne. L. V. Root.
H. G. Mackenzie. W. Adderley. K. B. Wilson.
V. G. Bowden. A. G. Wallis. T. C. Gray.
E. O. Herb. C. Mellins. A. G. Nugent.

4.—TUG-OF-WAR. 1st heat of the Tug-of-War will be pulled.

5.—PILLOW FIGHTING. For sailors only. One prize \$10.

Touching the ground with the feet or gripping the spar with the hands will disqualify.

10 Men H.M.S. Cadmus.
6 " " " Vigilant.
3 " " " H.M.S. Robin.
3 " " " U.S.S. Collao.
3 " " " H.M.S. Sandpiper.

5.—THREADING THE NEEDLE. Ladies' Nomination Race. Entries on ground. Gentlemen run 50 yards to their nominating ladies, who hand them needles to thread. The ladies take the threaded needles and race back to the starting point. Prizes to 1st and 2nd ladies.

6.—CHILDREN'S RACES. Handicap. 50 yards. One for boys and one for girls. Entries on ground. Two prizes for each.

During this event the 2nd heat of the Tug-of-war will be pulled.

7.—MOP TOURNAMENT. For sailors only. Entries in pairs. Prize \$10 to winning pair.

1 Team H.M.S. Cadmus.
1 " " " H.M.S. Robin.
1 " " " H.M.S. Sandpiper.
1 " " " H.M.S. Hart.
1 " " " H.M.S. Fame.
1 " " " U.S.S. Collao.
1 " " " S.M.S. Tingtau.

8.—PILLOW FIGHTING. Residents and visitors. One prize. Touching the ground with the feet or gripping the spar with the hands will disqualify.

H. G. Mackenzie. W. Adderley. K. B. Wilson.
D. M. Barry. C. F. Cunningham. P. S. Moss.
L. H. Gilman. P. S. Moss. C. Mellins.
H. Appel. L. V. Root. A. G. Nugent.
V. G. Bowden. A. G. Nugent.

After this event the semi-final of the Tug-of-war will be pulled.

9.—ANIMAL RACE. 75 yards. Handicap. Two prizes. Animals to be driven on a string. Any competitor getting in front of his animal or dragging it along in any way will be disqualified. Dogs and ponies excluded.

D. M. Barry. Deer. 30 yds.
H. G. Gerin. Pig. 30 yds.
P. R. Carter. Monkey. 30 yds.
R. C. "Feihoo" Cat. 30 yds.
W. Adderley. Rabbit. 30 yds.
E. G. Gillon. Rat. 30 yds.
P. S. Moss. Squirrel. 40 yds.
W. R. Robertson. Goose. 40 yds.
A. G. Wallis. Goose. 40 yds.
C. G. Wallis. Rooster. 40 yds.
W. Kastmann. Duck. 50 yds.
H. G. Mackenzie. Duck. 50 yds.
J. H. D. Jones. Duck. 50 yds.
J. Klabin. Cockatoo. 50 yds.
D. A. Mesocai. Canary. 60 yds.

10.—KID AND SPON RACE. 50 yards. Ladies only. Entries on ground. Two prizes.

11.—OBSTACLE RACE. (1) Crawling under bamboo. (2) Drink a bottle of lemonade. (3) Through life buoy. (4) Eat a banana. (5) Through windmill. (6) Get into sack. (7) Light a gun. (8) Run in with cigar light.

R. C. Condie. R. Johnson.
H. G. Mackenzie. W. Adderley.
H. Appel. C. Mellins.
D. M. Barry. L. V. Root.
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PRIVATE MOORING BUOYS IN THE HARBOUR.

THE HONGKONG TELEGRAPH.

The following correspondence was read at the last meeting of the Hongkong Chamber of Commerce.

Colonial Secretary's Office.

6th August, 1907.

Sir,—I am directed to bring to the notice of the Committee of the Chamber of Commerce the following facts:

(1) The greater part of the available space in the Harbour is now taken up by private mooring buoys, of which 43 are now laid. Of these more than half are always unoccupied, and as no vessel can anchor in their vicinity, this means that more than half the Harbour is constantly alienated from its legitimate use, and the out of the way localities are consequently overcrowded.

This condition has led to complaints on the part of owners, or their representatives, of vessels which have no private moorings.

(2) Various methods of dealing with this state of things have been suggested, but the obvious one of berthing vessels, belonging to owners who have no private moorings, at the unoccupied buoys, is that which commands itself to the Government as the best solution. It is therefore proposed to do so for the future, having due regard, however, to the prior right of owners of private moorings to the use of those moorings.

(3) In order that such rights shall be duly maintained, it is suggested that the owners should notify the Harbour Master on any of their buoys becoming vacant, when they expect the arrival of another of their vessels to occupy it. The Harbour Master will then make arrangements for the buoy in question to be ready for such vessel, on arrival.

(4) In order to give effect to the above it is proposed to amend Table O (a) of the Merchant Shipping Ordinance in accordance with the enclosed draft rule. The fees would be collected by the lessees of the private moorings.

(5) I am to add that if your Committee desires to make any remarks on the above proposals, the Government will be glad to receive them at your early convenience. I am, &c.,

(Sgd.) F. H. MAY,
Colonial Secretary.

Rule made by the Governor in Council under Section 28 of the Merchant Shipping Ordinance, 1889.

1. Table O (a) in the Schedule to the Ordinance is hereby amended by the addition of the following rule:

(5) The fee payable by the master of any ship using by the direction of the Harbour Master any mooring and buoy not the property of the owner of such ship for the use of such mooring and buoy shall be at the rate of 2 cent per net registered ton per day with a minimum charge per day of \$5.00.

Hongkong Chamber of Commerce,
5th September, 1907.

Sir,—I have to acknowledge the receipt of your letter of 7th ultimo (No. 6521, 1907) relating to the question of permanent moorings in the Harbour and am directed by my Committee to reply in detail to the various questions raised in your letter under reply as follows:

With regard to a section of your letter under reply the Committee of the Chamber of Commerce accept the statement contained in the first paragraph of this section as correct and, without having verified the statement, presume that there are 43 private mooring buoys in the harbour.

The next paragraph reading "of these more than half are always unoccupied and as no vessel can anchor in their vicinity this means that more than half the Harbour is constantly alienated from its legitimate use and the out of the way localities are consequently overcrowded" appears to the Committee to be such an astonishing statement that in support of it, some proof should have been brought forward.

I would therefore venture to ask that the return which must exist to justify such a statement and on which presumably it has been founded be placed before the Chamber of Commerce in order that the question may again be fully considered.

The Committee of the Chamber would further request that they be supplied with the names of owners, or their representatives, who have complained as to their inability to secure the use of moorings when required by their steamers, and would suggest that a return be furnished of these Agents and the occasions on which those complaints have been made.

If this is done, it will then no doubt be possible for this committee by making inquiries among the owners of the private moorings to ascertain whether on the dates given moorings were available which might have been placed at the disposal of the complainants.

The Committee of the Chamber of Commerce include several representatives of leading Shipping Companies and their experience is that it is of quite rare occurrence for them to receive any request from Agents of other Lines for the use of their moorings.

It should be needless to add that were such request received by the owners of the moorings we are not in need of them for their own business they would be only too glad to place the moorings at the disposal of those asking for them.

It must be remembered that there are a certain number of vessels, chiefly engaged in the Pacific trade, which, owing to their great length and weight, cannot make use of any of the fixed buoys and have consequently to moor in the Western end of the Harbour, where the water is shallow and there are a number of vessels of all sizes which find it more convenient for the purposes of loading or unloading cargo to anchor in the outlying parts of the harbour where they are nearer to the godowns to which, and from which their cargoes are handled. Therefore follows that many steamers and the consignees of their cargoes would be greatly inconvenienced if ordered to discharge at a particular buoy or point in the harbour, and the Coal steamers to West Point and Rice Steamers to East Point would be reduced to absurdum. These trades are established in certain parts of the City and steamers are naturally anchored or moored in the most convenient situation contiguous to their shore facilities. Besides, if the Harbour Authorities are to have the power to order steamers here, there and everywhere about the harbour without consideration to the foregoing, it will mean a heavy increase in the cost of boat hire. Again, suppose a steamer is moored to a buoy under orders from the Harbour Master, and before finishing discharge has to be shifted because the owners of the buoy requires it for one of his own vessels, this will mean delay in discharge and extra cost either to get up steam to shift or the hire or a tug to do the needful.

On the other hand there are great numbers of vessels of large tonnage, both mail steamers and others, which are constantly plying through Hongkong. These do not as a rule make Hongkong their terminus and frequently only remain here a few hours, but it is for this very reason that it is all the more necessary they should be sure in advance of a place to go to where their work can be carried out expeditiously and it was this necessity which gave rise to the system of private moorings.

Telegraphic communication is so widely established that a steamer's departure is in-

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With regard to a section of your letter under reply the Committee of the Chamber of Commerce accept the statement contained in the first paragraph of this section as correct and, without having verified the statement, presume that there are 43 private mooring buoys in the harbour.

The next paragraph reading "of these more than half are always unoccupied and as no vessel can anchor in their vicinity this means that more than half the Harbour is constantly alienated from its legitimate use and the out of the way localities are consequently overcrowded" appears to the Committee to be such an astonishing statement that in support of it, some proof should have been brought forward.

I would therefore venture to ask that the return which must exist to justify such a statement and on which presumably it has been founded be placed before the Chamber of Commerce in order that the question may again be fully considered.

The Committee of the Chamber would further request that they be supplied with the names of owners, or their representatives, who have complained as to their inability to secure the use of moorings when required by their steamers, and would suggest that a return be furnished of these Agents and the occasions on which those complaints have been made.

If this is done, it will then no doubt be possible for this committee by making inquiries among the owners of the private moorings to ascertain whether on the dates given moorings were available which might have been placed at the disposal of the complainants.

The Committee of the Chamber of Commerce include several representatives of leading Shipping Companies and their experience is that it is of quite rare occurrence for them to receive any request from Agents of other Lines for the use of their moorings.

It should be needless to add that were such request received by the owners of the moorings we are not in need of them for their own business they would be only too glad to place the moorings at the disposal of those asking for them.

It must be remembered that there are a certain number of vessels, chiefly engaged in the Pacific trade, which, owing to their great length and weight, cannot make use of any of the fixed buoys and have consequently to moor in the Western end of the Harbour, where the water is shallow and there are a number of vessels of all sizes which find it more convenient for the purposes of loading or unloading cargo to anchor in the outlying parts of the harbour where they are nearer to the godowns to which, and from which their cargoes are handled. Therefore follows that many steamers and the consignees of their cargoes would be greatly inconvenienced if ordered to discharge at a particular buoy or point in the harbour, and the Coal steamers to West Point and Rice Steamers to East Point would be reduced to absurdum. These trades are established in certain parts of the City and steamers are naturally anchored or moored in the most convenient situation contiguous to their shore facilities. Besides, if the Harbour Authorities are to have the power to order steamers here, there and everywhere about the harbour without consideration to the foregoing, it will mean a heavy increase in the cost of boat hire. Again, suppose a steamer is moored to a buoy under orders from the Harbour Master, and before finishing discharge has to be shifted because the owners of the buoy requires it for one of his own vessels, this will mean delay in discharge and extra cost either to get up steam to shift or the hire or a tug to do the needful.

On the other hand there are great numbers of vessels of large tonnage, both mail steamers and others, which are constantly plying through Hongkong. These do not as a rule make Hongkong their terminus and frequently only remain here a few hours, but it is for this very reason that it is all the more necessary they should be sure in advance of a place to go to where their work can be carried out expeditiously and it was this necessity which gave rise to the system of private moorings.

Telegraphic communication is so widely established that a steamer's departure is in-

PRIVATE MOORING BUOYS IN THE HARBOUR.

THE HONGKONG TELEGRAPH.

The following correspondence was read at the last meeting of the Hongkong Chamber of Commerce.

Colonial Secretary's Office.

6th August, 1907.

Sir,—I am directed to bring to the notice of the Committee of the Chamber of Commerce the following facts:

(1) The greater part of the available space in the Harbour is now taken up by private mooring buoys, of which 43 are now laid. Of these more than half are always unoccupied, and as no vessel can anchor in their vicinity, this means that more than half the Harbour is constantly alienated from its legitimate use, and the out of the way localities are consequently overcrowded.

This condition has led to complaints on the part of owners, or their representatives, of vessels which have no private moorings.

(2) Various methods of dealing with this state of things have been suggested, but the obvious one of berthing vessels, belonging to owners who have no private moorings, at the unoccupied buoys, is that which commands itself to the Government as the best solution. It is therefore proposed to do so for the future, having due regard, however, to the prior right of owners of private moorings to the use of those moorings.

(3) In order that such rights shall be duly maintained, it is suggested that the owners should notify the Harbour Master on any of their buoys becoming vacant, when they expect the arrival of another of their vessels to occupy it. The Harbour Master will then make arrangements for the buoy in question to be ready for such vessel, on arrival.

(4) In order to give effect to the above it is proposed to amend Table O (a) of the Merchant Shipping Ordinance in accordance with the enclosed draft rule. The fees would be collected by the lessees of the private moorings.

(5) I am to add that if your Committee desires to make any remarks on the above proposals, the Government will be glad to receive them at your early convenience. I am, &c.,

(Sgd.) F. H. MAY,
Colonial Secretary.

Rule made by the Governor in Council under Section 28 of the Merchant Shipping Ordinance, 1889.

1. Table O (a) in the Schedule to the Ordinance is hereby amended by the addition of the following rule:

(5) The fee payable by the master of any ship using by the direction of the Harbour Master any mooring and buoy not the property of the owner of such ship for the use of such mooring and buoy shall be at the rate of 2 cent per net registered ton per day with a minimum charge per day of \$5.00.

Hongkong Chamber of Commerce,
5th September, 1907.

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FIRE AT THE DOCKS.

CONSIDERABLE DAMAGE TO THE BOILER.

MAKER'S SHOP.

11th Inst.

A fire which started in the blacksmith's and boiler-makers' shops at the Commercial Dock, Sham-shu-wei, at about two o'clock this morning, extended to assume dangerous proportions.

While the fire was spreading, the fire engine, which was on duty, was called out to fight the flames, but it had not the assistance of the Yau-mai fire engine, which, incidentally, was undergoing repairs at the docks. The fire, in charge of Assistant Engineer Lane, was at hand, however. These two buildings are situated on the waterfront, close to the docks, which are accessible from the land side only from Lai-chi-choi Road. The buildings were mostly built of brick and slate.

As soon as the outbreak became known, a number of the dock employees started to work, and later a few officers from Yau-mai lent a hand to confine the flames to these two buildings. When the firemen arrived the fire was brought up close to the sea-wall, and in the next few minutes the lines were attached and pumping went on briskly.

The fire was discovered by the night watchman. He raised the alarm at once, the Europeans were alerted, and the matter went to the Central Police Station, whence the Yau-mai Police Station was notified. By the time headquarters became aware of the outbreak, the fire had spread rapidly. It had broken its way through the roof, the sky was painted lurid, and the bay brilliantly lighted. The fire, though burning fiercely, was still confined to these two shops on the arrival of the fire-fighters, in charge of Chief Inspector Baker, and an effort was instantly made to hold it in check.

The firemen, assisted by the dock force, fought the flames for over two hours, but little headway towards suppressing it was visible. A moderate wind was blowing from the east and this was looked upon as being unfavourable as there appeared a likelihood of the fire being driven to the larger part of the dock, where a considerable quantity of valuable goods is stored.

That the fire broke worked well was evident from the credit given her by the firemen to-day. She pumped throughout the fire without a single hitch. The pressure of the water she produced was also very strong, as witnessed when the operations of playing on the roof began. At about three o'clock the indications were that the fire would be confined to the two shops. The wind had died away considerably, and the flames were so well under control that it was unlikely it would spread farther. By keeping steadily at work the fire was eventually subdued, leaving the shops considerably damaged. It was not until about 4.30 o'clock that the last batch of firemen were able to leave the scene.

The origin of the outbreak is not definitely known at present, but it is believed that the overheating of a boiler was responsible.

AN ACCOUNTANT'S VIOLENT END.

ACCIDENTALLY FELL THROUGH A TRAP DOOR.

11th Inst.

An accountant, by name Wat Yiu Wing, in the employ of a pawnbroker's establishment in Queen's Road West, came to a violent end at Yau-mai yesterday morning. About a fortnight ago a house at Yau-mai, No. 163, Reclamation Street, was leased by some merchants, their intention being to open a pawnshop there and since then carpenters have been at work making certain alterations to the building. Wat Yiu Wing was told off to supervise this work. At about half-past ten o'clock yesterday he was on the first floor of the building attending to his duties. The men were busy at their respective work, and the accountant was explaining to the foreman what was wanted in some particular part of the house. He was standing on a plank of wood during the conversation, and as he was about to step off the plank he was so overcome by himself and fell backwards, through an open trap door, to the ground floor—a distance of some sixteen feet. Death was almost instantaneous. Sergeant Appleton removed the body to the mortuary.

SIAM RICE CROP.

HIGHLY ENCOURAGING PROSPECTS.

We are having a very late rainy season in Bangkok, and if the rice harvest is not abundant in most paddy growing districts, it will not be for want of water. Prospects are highly encouraging for an abundant harvest this year where it was feared a few months ago that the crops would be a failure. It would be with if we had more experience made in regard to rice growing in Siam, where the climate and soil are so congenial. With the introduction of modern farming implements, the way of labour-saving machinery, the cultivation of rice could be greatly extended and developed. The introduction of such labour-saving machinery has met with the most beneficial results in other rice-growing countries of the Far East, and it would be of the greatest advantage if we had similar means of cultivation introduced in Siam. It would mean doubling of the area of rice growing land and a consequent increase of revenue and a great source of wealth to the inhabitants.

New rice seed should be also introduced in order to improve the quality of rice. This has been done with very satisfactory results in other neighbouring countries. Burmah and Java rice have been introduced into Coochin China with very excellent results. All sorts of Burmah and Java grain grown in Coochin China proved much superior to the native grain and it is only the paddy of one district, Coochin, that equalled the imported seed.

Such experiments should prove equally successful in Siam, where the same seed is sown year after year, under the same conditions. By careful attention to the selection of good seed the quality of rice could be also greatly improved in Siam.—Siam Free Press.

RETURNS OF THE AVERAGE AMOUNT OF BANK NOTES IN CIRCULATION AND OF SPECIE IN RESERVE IN HONGKONG, DURING THE MONTH ENDED 31st OCTOBER, 1907, AS CERTIFIED BY THE MANAGERS OF THE RESPECTIVE BANKS.

Banks. Average Specie in Reserve.

Chartered Bank of India, £3,988,168 \$7,000,000

Hongkong and Shanghai Banking Corporation, 13,874,732 10,000,000

National Bank of China, 300,185 150,000

Limit 24, 118,163,085 15,000,000

Total, 18,363,085 15,000,000

ADSETTS' LAST.

END OF THE TRAGEDY.

STORY OF HIS CONDUCT IN PRISON.

13th inst. Between the dark and the gloaming this morning, William Hall Adsetts, the convicted murderer of Gertrude Dayton, suffered the extreme penalty of the law.

Since the verdict against the prisoner was given by the jury, Adsetts acted in a manner which fully betokened his realization of the crime for which he had been committed to prison. At first he became so hysterical that four warders were called to the post of watching him. His screams and howls were miserable to hear. The chaplain came and he refused absolutely to see him. Three times the chaplain attempted to pacify the man and each time the chaplain was ordered out by Adsetts with contumely. He was unable to eat or read and his sleep was of the most fitful description. Even the gaolers were sorry for the pitiable condition to which this man had been reduced.

As usual everything that the rules of the gaol permit was allowed to him during the three weeks of terrible anticipations which he underwent. As a matter of fact in some respects the rules were relaxed in his favour, and the warders, who were appointed to that special and unpleasant duty of looking after him, treated him as the child that he evidently appeared to be when the full significance of the sentence was understood by the condemned man.

It has already been stated that Adsetts had attempted to take his life by dashing his head against the walls of the cell. But from the information which is at our command it is impossible to convey any idea of the frantic state of the accused during those weeks that he has lived. Being an American he doubtless thought that the law would be as slow, or rather that it appears to be, in the country from which he came. British justice is quick—whether it is always sure is a different question—but when it came to the point Adsetts behaved like a man, and exhibited the characteristics which he probably obtained as a marine in the service of the United States Government.

All his wallings and weepings were finished. He had already made his confession and he understood that it was impossible now to fight against the law which had decreed him to a sentence—that of capital punishment—which the majority of people at the present day object to, but which nevertheless is the law of England.

At five o'clock this morning, Adsetts was signified by the executioner. He walked to the scaffold without assistance. The chaplain asked him the usual questions.

"Have you any further thing to say now?" Adsetts in a firm, calm voice, which was wonderfully different from the tone he had used before said:—"I thoroughly deserve my sentence. I'm sorry for what I've done; and may God have mercy on me."

The executioner adjusted the white cap, and the bolt was drawn. Death was certified as instantaneous.

The only persons present were the Assistant Superintendent of the Gaol, the Doctor, and the two warders who were in charge of the man.

The sounding of the gong in prison was the only method by which the hanging of the prisoner was made known.

The body of the man was laid out for examination by the Coroner's jury.

This afternoon, at the Magistrate's Court, Mr. F. A. Hazeland, assisted by a jury, of whom the following were the members:—C. Arnold, F. O. U. Kellinghusen, and H. Rapp, held an inquiry on the corpse.

The Assistant Superintendent of the Gaol and the Principal Warder gave evidence to the effect that the sentence pronounced by the Court had been duly carried out.

Thereafter, Mr. W. A. Moore, medical officer of the Victoria Gaol, gave his evidence, which showed that Adsetts had died as the result of the ruling of the Court from dislocation of the neck.

The jury brought in a verdict in accordance with the evidence adduced.

WATER RETURN.

Level and storage of water in reservoirs on the 1st November.

LEVEL.	1906.	1907.
Tytam.....	2' 0" above	2' 7" above
Byewash.....	12' 0" above	2' 5 1/2" above
Low Level.....	2' 0" above	2' 1" above
No. 1.....	2' 0" above	1' 9 1/2" above
Pokfulum.....	2' 0" above	2' 0" above
Wong-nei-chong.....	2' 0" above	1' 1 1/2" above

STORAGE GALLONS.	1906.	1907.
Tytam.....	407,300,000	407,000,000
Byewash.....	8,138,000	25,235,000
Low Level No. 1.....	210,225,000	210,225,000
Pokfulum.....	59,980,000	69,910,000
Wong-nei-chong.....	37,762,000	33,000,000

Total..... 1,138,300,000 1,137,470,000
Consumption of water in the City of Victoria and Hill District during the month of October.

LEVEL.	1906.	1907.
Estimated population.....	131,084,000	141,174,000
Consumption per head per day.....	18.0	22.1

Constant supply during the whole of October, 1906.

The return of consumption is subject to error owing to the difficulty of accurate measurement whilst the extension works at Albany Filter Beds are in progress.

KOWLOON WATER WORKS.

LEVEL.	1906.	1907.
Kowloon Gravities.....	29' 10" below	29' 10" below
Water Reservoir.....	29' 10" below	29' 10" below

STORAGE GALLONS.
1906. 1907.
Kowloon Gravities..... 113,000,000 gallons

The supply from the original intake was discontinued at the end of 1906, but the new gravitation works have not hitherto been sufficiently advanced to justify publishing returns of the storage.

Consumption in Kowloon during the month of October—

LEVEL.	1906.	1907.
Estimated population.....	81,550	80,100
Consumption per head per day.....	6.2	9.0

The Government Analyst reports that the water is of excellent quality.

W. CHATHAM,
Water Authority.

OXFORD LOCAL EXAMINATIONS.

TWENTIETH YEAR.

We have been favoured by Dr. G. H. Bateson Wright, local secretary, with the following results of the Oxford Local Examinations held in July last—

HONOURS LIST. BOYS.
Junior, Third Class, Mok Kai-tok (G).
Preliminary, Third Class, Provost, P. (J).
Preliminary, Third Class, Thuan, J. (J).

GIRLS.
Junior, Third Class, Lay, K. M. (J).
PASS LIST. BOYS.

(D) Brandt, F. J. A. A. (J) Tsui Yan-sun, A. A.
(D) Hastings, R. J. A. A. (J) Arculi, A. A. A.
(D) Whitfield, P. J. A. A. (J) Chan Kwan-lam, A. A.
(J) de Graaf, O. J. A. A. (J) Wan Jui-shing, A. A.
F. M., A. A.

Over Age, 19.
(S) Lukban, S. (J) Wu Chao-chu.
(S) Tso Shu-lan.

Junior.
(D) Chin Yan-tse, (J) Sequeira, C.
(D) Frewin, J. C. (J) Stenberg, M.
(D) Luce, G. E. (J) Cheong Hok-chau
(J) Lopez, J. (J) Chan Yung-wing
(J) Lopez, J. (J) Mathias, H. W.
(J) O'Brien, P. J. (J) Wan Yik-shing

Over Age, 16.
(D) Chau Chia-yan (J) Wong Lam-cho
(J) Busto, A. (J) Chan, C.
(J) Exra, J. (J) Fung Man-sui
(J) Tao Chak-min (J) Li Chor-chi

Preliminary.
(D) Ablong, P. E. (J) Wilson, A.
(D) Anderson, H. (J) Leung Iu-wing
(D) Edwards, W. W. (J) Mok, C.
(D) Hall, G. J. (J) Tang On-wing
(J) Litton, G. J. (J) Cheung Nai-shun
(D) Strangman, T. (J) Friend, J. B. L.
(J) Mayer, I. (J) Hoakin, G.
(J) Silva, J. (J) Stokes, T. G.
(J) Tavares, J.

Over Age, 14-16.
(D) Leung Ping-kwan (J) Tavares, F. J.
(D) Muskett, W. H. B. (J) Xavier, D.
(J) Blake, G. (J) Hung Kwok-chi
(J) Castro, H. (J) Remedios, J. M.
(J) Elias, K. (J) Samy, A. R.
(J) Mattos, J. (J) Wong Tai cho
(J) Rosario, F. (J) Yeung Ming-sin
(J) Rosario, F. (J) Cheung Nai-shun
(J) Sales, J. (J) Leung Nai-hang
(J) Silva, J. (J) MacNeill, M.
(J) Souza, J.

GIRLS. PRELIMINARY.
(T) Woodcock G. A. (Distinction in History).

Names of Candidates and Schools are in alphabetical order.
D=Diocesan School S=St Stephen's College
J=St Joseph's College T=Private Tutor
Q=Queen's College V=Victoria British School

Certificates expected in a fortnight.

JAPANESE COMPETITION IN MANCHURIA.

THE COMMERCIAL IMPORTANCE OF TAISEN.

The U.S. Consul-General for China, Mr. Willard D. Straight, in the course of a report on Manchurian Trade, gives a somewhat different version of the quality of Japanese cotton goods than that published in our columns, from the *Ozaka Asahi*, on the 9th inst.

Of these goods the Consul-General says they are heavily sized and do not wash or dye well, and that miscellaneous goods are shoddy but improving. He does not seem to fear, however, that Japanese cotton goods have got the better of the American manufacturers.

In his report Mr. Straight points to the necessity for more vigour on the part of American merchants if they wish to successfully compete with the Japanese. He urges that merchants and manufacturers who wish to engage in the trade of Manchuria and share in the profits which its development will afford must adopt more active and aggressive measures than those which have been employed heretofore in the Chinese trade.

The Consul-General says that the Chinese trade is not, perhaps, clearly understood that while in the past Newchwang, like other treaty ports in China, has served as a depot for the importation of foreign goods and the export of native produce, all the most important inland cities have now been opened to trade.

There is, therefore, in Manchuria an opportunity which exists nowhere else in China for the importer to deal directly with the merchant who places his goods in the hands of the individual consumer. At the present time there is widespread dissatisfaction among the Chinese not only with Japanese business methods, but with the quality of Japanese goods. Their cottons, which are heavily sized, do not wash or dye well; their miscellaneous articles are shoddy, but they are cheap, and sales are consequently large because of the scarcity among the people of ready money. The Japanese, however, are determined to improve the quality of their goods and in the meantime are strong, threatening their Chinese connections with the fact that they are more easy by the lack of foreign competition.

In reviewing the trade situation and outlook for Taishan and surrounding country, Vice-Consul P. S. Heintzelman says it is necessary to bear in mind that the region, viewed in the light of foreign-commercial interests, is practically new. He writes: "Indications are that Taishan (Taishan) will develop into a prosperous commercial city. With its common railway harbour, superb shipping facilities, and railway extending through the heart of Manchuria into its northern districts, it apparently possesses all, or nearly all, of the most essential requisites for becoming a commercial centre of no mean importance. This is one of the finest deep-water harbours of the Pacific, as it is free from ice during all seasons of the year, and ships drawing 30 feet can enter at low tide without any difficulty, and even without the aid of a pilot, steam alongside the piers and docks, well protected by a breakwater, which their cargoes can be loaded directly into cars thereunto all the large trading centres of Manchuria. The ease of entrance into the harbour at all seasons of the year, the small amount of labour required to transfer goods from the ocean vessels to the cars, the low-priced coolie service, and the policy of low freight charges already adopted by the new South Manchurian Railway Company combine to make this one of the most economical shipping ports of the Orient, and a wise policy of railway administration should develop a trade of such large proportions as would create here one of the greatest commercial points on the Pacific. The accomplishment of these results will take considerable time, though, not necessarily involving a large outlay of money on the part of the Japanese Government. Radical changes incurring great expense, will have to be effected on the South Manchurian Railway, which is really the key to the success of this port. The railway, after being conveniently connected with the Russian portion of the line in North Manchuria, thereby opening a through traffic, will have a most powerful bearing upon the commercial development of Taishan and, indeed, upon the successful exploitation of Japan's commercial enterprises throughout all Manchuria."

As the placed ponies were led in heavy chains and given the rider and winner of the winner came in for many congratulations.

Ponies. Win. Place.
Manchu King..... 177 177
Spring Rose..... 177 177
Seafoam..... 177 177

Total shares taken..... 481 715
Dividends—Wm. \$12.20
Placer, \$3.30; \$1.10, \$1.20
Ticket No. 18, 1st; \$2,047.50
" 114, 2nd; \$585.00
" 243, 3rd; \$293.50
Commission, \$3,350.00
Total, \$3,350.00

THE MAILS IN CHINA.

SINO-JAPANESE DIFFICULTY SETTLED.

As the result of a conference between Mr. Abe, Japanese Charge d'Affaires in Peking, and Mr. Natung, a Secretary of Chinese Foreign Affairs, the refusal of the Chinese Government to allow Japanese mails to be carried by rail between Peking and Mukden has been withdrawn.

An official dispatch from Peking states that the following agreement has been arrived at:—Office by rail between Peking and Newchwang as before, but the transmission of mails between Peking and Mukden shall be entrusted solely to the Chinese post-office and after the 1st proximo. It has further been agreed that negotiations for the revision of the Postal Convention with regard to the postal service in the interior of China shall be opened with a little delay as possible.

THE ST. LEGER.

SHANGHAI'S CLASSIC EVENT.

The Shanghai St. Leger—Value, Tls. 750. Second pony, Tls. 200. Third pony, Tls. 100. For China ponies that have never been raced previous to January 1, 1907. Weight 10st. 7lb. Ponies over 14 hands to carry 3-b. extra for every inch over. Winners of a race 5lb. extra, two or more races 10-lb. extra. Entrance, Tls. 15. One mile and three-quarters. The result of this race received by telegram was published last week—The N. C. D. News of the 6th inst. contains a full report of this interesting event, which we reproduce from the columns of our Shanghai contemporary—

Mr. G. H. Potts's roan Manchu King..... *152lb..... (Mr. Cumming) 1
Buxey's chest. Spring. Role, 1157lb..... (Mr. Master) 2
Rigg's grey Seafoam, 147lb (Mr. Vida) 3
G. H. Potts's grey South King..... 147lb..... (Mr. Jones) 4
147lb..... (Mr. Jones) 5
Gleugh's piebald Hamish..... *152lb..... (Mr. Lanning) 6
Uncle Charlie's spot. wh. Colorado, 152lb..... (Mr. Hayes) 7
Mr. John Peel's bay Eglington 152lb..... (Mr. Johnston) 8
Durgor's grey Agra 147lb..... (Mr. Crighton) 9
Quebec's grey Mystic 148lb..... (Mr. Queich) 10
Quebec's grey Mystic 117lb..... (Mr. Moller) 11
Fernando's black Sandy 152lb..... (Mr. Laurence) 12
Messrs. Toeg & Spee's grey Stirrup Cup..... 152lb..... (Mr. Willeumier) 13
Mr. Rigg's brown Amaze 147lb..... (Mr. Campbell) 14
* 5 lb extra.
† 10 lb extra.

The splendid weather had tempted many ladies to put on an appearance during the time occupied in deciding the first events, and some beautiful costumes were seen on the lawn while the riders were weighing in for the Shanghai St. Leger, the first classic event of the meeting; and the general opinion was that the large field presented a problem hard to solve in choosing the likeliest pony for a winner. The course was drying rapidly and already the going near the rails was good, while in the middle of the track the turf was springy, but not broken to any appreciable extent. Several whispered cautions to keep the rails could be inferred as the riders came out and were approached by owners, and the cut nicks of the horses were evidence that the points had already been considered and would not be neglected. Thirteen ponies went out. Manchu King and Stirrup Cup were equal favourites both for win and place, but Mystic had a large following too. 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ALLEGED INFRINGEMENT IN TRADE-MARK.

THE "BLACK AND WHITE" SCOTCH WHISKY CASE.

DECISION OF THE SUPREME COURT.

On the 29th ultimo, judgment was delivered in the petition of Chief Prosecutor Togo, in the Osaka Appeal Court, appealing against the decision of the Court in the charge brought against Nishikawa, Sadoyoshi, a wine and spirit merchant, of having infringed the trade-mark of "Black and White" whisky. By that decision, it will be remembered, the accused was acquitted, the Osaka Appeal Court considering that the evidence submitted to prove that the accused used, without the consent of the lawful owner, a trade-mark resembling one already registered for a similar article, knowing it to be so registered, was insufficient.

The Osaka Chihō Saibansho also dismissed the case, on the ground that as the trade-mark used by accused differed from the one registered by Mr. James Buchanan, his action did not constitute an offence against the law. From this decision the Prosecutor appealed to the Osaka Appeal Court.

The full text is to hand of the decision of the Supreme Court. It reads as follows:—

Togo Taro, Chief Prosecutor in the Osaka Appeal Court, appealed to this Court against the decision delivered on July 2nd, 1907, in the charge of an infringement of the Trade-Mark Law, ordered against Nishikawa Sadoyoshi. The appeal is decided as follows after duly going through the process provided for by Article 233 of the Code of Criminal Procedure:—

The ground of the appeal in this case is the acquittal of the accused by the Osaka Appeal Court. The reason for that acquittal is briefly that, although it is a fact that the accused used for whisky made and sold by him a trade-mark resembling one which was registered No. 20,951, under No. 203 of the Department of Agriculture and Commerce, and used by James Buchanan for whisky manufactured by his firm, yet the evidence adduced is insufficient to prove that the accused used without permission a trade-mark resembling one registered by another, knowing it to have been so registered. This decision is unreasonable. The trade-mark used by the British firm was published in the *Trade-Mark Gazette* and made public in that way. Once published, it could have been recognised by any person, so that the accused cannot absolve himself from responsibility on the plea of ignorance. This conclusion is not only a proper interpretation of the law, but is confirmed by the judgment of the Supreme Court delivered on January 22nd, 1906, in the case No. 1478 Re, of 1905.

The *Trade-Mark Gazette* is published in accordance with provisions of Article 14 of the Trade-Mark Law for the purpose of publicly advertising all matters concerning the registration of trade-marks. It may therefore be assumed that particulars published in that paper have been duly recognised, but such a conclusion is only an assumption in the ordinary sense, the publication in the *Gazette* having no force of general information, the law being applicable at large. In failing to note matters published in that journal one is guilty of delinquency, and may be held responsible in a civil action for the infringement of a trade-mark. It is essential in regard to the offence specified in Clause 1 of Article 10 of the Trade-Mark Law that the offender must have knowledge of the fact that the mark infringed by him has been registered; and the question in a criminal case as to whether the accused had or had not such knowledge is regarded as relating to the facts of the case, and the tribunal is at liberty to decide such a question according to the mental conclusions of the accused as the result of the examination of evidence; the law making no provision for the control of such evidence. For this reason, the Osaka Appeal Court was justified in deciding, from the result of the examination of evidence, that the evidence is insufficient to prove that the accused in this case used for whisky manufactured by him a trade-mark resembling one registered by another, knowing it to have been so registered, and the Court acted lawfully in acquitting the accused. The appeal is, therefore, unreasonable, and is dismissed in accordance with Article 235 of the Code of Criminal Procedure.

Delivered in conjunction with Prosecutor Sakaki Sogen, in the First Criminal Department, in the Supreme Court.

The judgment is signed by Judge Tsuru Joichiro, presiding, and Judges Tsurumi Moriyoshi, Tashiro Ritsuo, Yonemura Sogen, Kitadai Masaru and Endo Choji.

The *Official Gazette*, translated by the *Shingon Herald*, publishes the decision of the Patent Bureau in the petition filed by Mr. H. Irving Bell, late representative of Messrs. Jardine, Matheson & Co.; No. 1, Yamashita-chō, Yokohama, claiming invalidation of a certain trade-mark (Registered No. 26,023), registered by Mr. Yasuda of Nagasaki. The petitioner contends that the trade-mark in question closely resembles the Russian national flag and therefore comes under the provision of the provisions of Article 11-2 of the Trade-Mark Law. The Russian national flag bears the insignia of a diagonal cross on white ground. The only difference between the Russian flag and the trade-mark is that in the latter the diagonal cross is mounted on a coloured ground, the two being exactly similar in shape. As the Trade-Mark Law does not concern itself with colour, the two can be said to be in close resemblance with one another.

The respondent contends that the trade-mark is composed of a diagonal cross mounted on white or black ground attached to the top of a thick flag-pole with a knob. It is an original design, so that the petitioner has no cause for claim.

The judges in the Patent Bureau dismissed the petition on the following grounds:—"The point at issue is whether the trademark resembles the Russian national flag or otherwise. On careful examination we find that the trade-mark in question is a mark representing a flag with a diagonal cross in white mounted on a coloured ground. Although the mark resembles the Russian military flag, it does by no means resemble the Russian national flag, nor does it represent the national flag of any other independent country. On this ground the trade-mark cannot be invalidated in accordance with Article 11-2 of the Trade-Mark Law."

The decision is dated October 15th.

Here is another example such as we have repeatedly called attention to. The judges of the Patent Bureau, in regarding the marks of the Trade-Mark Law which forbid the registration of marks "similar to" as if the reading was "identical with." Thus all that is necessary is for some quite immaterial alteration, which does not affect the general appearance at all, to be made in a well-known trade-mark, and it can be registered without regard to, no matter that it is clearly intended to deceive unwary purchasers.—*Japan Chronicle*.

THE TRADE-MARK SCANDAL IN JAPAN.

STRONG PROTEST FROM AMERICA.

The important subject of the present status of the international trade-mark question is dealt with at considerable length in the current issue of the *Journal of the American Asiatic Association*. In an editorial it is pointed out that Japan is the only great commercial nation which has not expressed its readiness to extend, in its consular courts in China, the same measure of protection to a foreign trade-mark that the country of its origin is willing to extend to similar property owned by a Japanese subject. To obviate the objection that the Japanese system does not admit of the conclusion of such an agreement by an exchange of diplomatic notes, the Department of State at Washington is understood to be now engaged in the effort to negotiate a new treaty with Japan, in regard to trade-marks and other similar forms of industrial property. It is to be hoped, says the writer, that Japan will not continue to plead disability to conclude such a convention because of the failure of the Treaty Powers to come to an agreement in regard to the rules suitable for trade-marks registration in China. Nor is it less to be desired that Japan should recognise the necessity of outlawing a number of trade-marks bearing Japanese names which her subjects have fraudulently appropriated from their foreign owners. The fact that there exists in Japan a technical right for anybody to register a trademark for which its owner has neglected to secure protection, and that legal ownership has thus nothing to do with priority of use, does not make the proceeding any more respectable, according to any recognised standard of international ethics. In some what forcible language this authority concludes: "It is commercial brigandage, pure and simple, and Japan must forfeit her place among the great Powers of the world if she insists on furnishing facilities to her people to establish a title to the possession of stolen goods."

THE CHIRIANG RAILWAY LOAN.

In response to a memorial from the Waipatu, concerning the proposed loan of £1,500,000 from the British and Chinese Corporation for the construction of the Soochow-Hankow-Ningpo railway, an Imperial Decree was issued last week, commending the Viceroy of Liangkiang, and the Acting Governors of Kiangsu and Chikiang to persuade the natives of their respective provinces not to offer any further opposition, as this is the best way for the settlement of the dispute with the British concessionaries, writes the Peking correspondent of the *N. C. D. News*, on the 2nd inst.

Prince Ching has telegraphed accordingly to H. E. Tuan Fang at Nanking that "As the concession was granted to the Corporation by the Chinese Government in 1898, the Waipatu is unable to repudiate the proposed loan; that the British concessionaries have agreed to allow the natives of Kiangsu and Chikiang to purchase the shares under the same conditions as foreign shareholders; and that the foreign and Chinese engineers may be employed by the Chinese provided they are recognised by the Corporation. In order to pacify the minds of the Directors and others of the Chinese Railway Companies at Hankow and Soochow the Yuchuanpu (Ministry of Posts and Communications) has been instructed to re-employ them after the settlement of the loan in view of their experience."

The natives' representatives have telegraphed to the Waipatu stating that, in order to save further trouble between the Foreign Ministry and the British Legation in Peking, they agree to borrow a certain amount of funds from the Corporation directly, without the interference or assistance of the Chinese Government, for the construction of the railway in question, with the exception of those portions of lines which have either already been built or are in course of construction at various centres in Kiangsu and Chikiang. The loan will thus become a mortgage debt to be repaid by the Chinese merchants within a certain number of years. This course, it is held, will prevent a repetition of the big error of the Shanghai-Nanking railway loan. It is believed here that the middle about this new railway loan may be settled with satisfaction to all concerned in the near future.

The natives blame the Peking Government for neglecting to consult their representatives at Hankow and Soochow prior to the opening of negotiations with the British concessionaries. The conclusion of the loan they say, quite contrary to those desires recently issued in connection with the proposed adoption of a Constitutional Government for China.

GAMBLERS HEAVILY PUNISHED.

FOREIGNER'S HOUSE AT KOWLOON RAIDED.

14th inst. News of a gambling school being conducted at 5, Victoria View, Kowloon—the residence of a foreigner—reached the police at Tsim-tai-tai Police Station last evening. The information having been verified, Detective Sergeant Wilder, together with a number of men, started out to break up the game. By round about means the officers reached the house. Through a half opened door they saw a number of men and women seated around a table, deeply interested in a game of *fan-tan*. Having agreed upon the next movement, several of the detectives stood guard outside the door, their intention being to stop any escape, while another, having the appearance of a house-boy, stepped quietly into the house, unlocked the door, and exhibited signs of being very interested in the proceedings. In the next few moments a signal was given, and the house was cleared. Four men and eight women were arrested, and the gambling paraphernalia seized. At the Police Court, today, the four men were charged before Mr. F. A. Hazeland with keeping a common gaming-house, and they were fined \$500 each, the alternative being three months' imprisonment. The female defendants paid \$5 apiece.

Another gambling raid was engineered in the Central district yesterday afternoon, and fifteen men—chair coolies, street coolies, ricksha coolies, farmers, bricklayers and what not of other "professions"—were arrested. This cosmopolitan crowd was arraigned before Mr. F. A. Hazeland, this forenoon, when the two rickshaws, paid \$15 each, and the remainder \$2 per cap.

TYPHOON WARNINGS.

The American Consul-General received the following telegram from the Manila Observatory:—

November 11th, 1907, at 12:10 p.m. Typhoon E.S.E. on E. Guam, blowing apparently in a northerly direction.

November 12, 5 p.m. Typhoon passed N.E. and N. Guam inclining westward appears now about W.W. Guam.

November 13, 2:30 p.m. Typhoon now north-Yap in about 15° lat., moving westward.

November 15, 12:10 p.m. Typhoon now about 17° latitude and 135° longitude probably inclining northward.

SIAM'S INDUSTRIAL ADVANCEMENT.

MENT.

In every country, industrial advancement is the forerunner of wealth; and wealth leads to the rise of that country in the scale of nations. The two essential ingredients for the establishment of industries and the growth of commerce are capital and labour. Where one or the other is wanting, not to speak of both, no industry is possible. "Capitalism" that introduces a subject in the columns of the *Siam Observer*. The article which we quote from our Bangkok contemporary then proceeds:—Siam cannot be said to be wanting in capital in the shape of accumulated wealth, or labour in the shape of human beings fit to do such work as does not need special training for certain wages. But capital means that wealth which will readily respond to an industrial call; and labour means those persons who will do work at such wages as will conduce to a profitable industry. Sufficient inquiries will show that these two are unfortunately lacking in Siam. It must be admitted that, while wealth is not visible in Siam as in western countries where almost every article invested in commerce, or in the shape of hoarded wealth, and wealth in the shape of jewellery. The reasons for hoarding are said to be the unsettled condition of the country in the past, jewellery being the best method of keeping wealth in safe custody at such times. Now that the country is settled and civilised, it is only to be expected that such wealth will be drawn out from the hoards. But the average scarcity of gold in Siam generally gives such wealth a good reason for being hoarded in small lots. The fact that even the Siam Commercial Bank sometimes charges 15% interest on loans on substantial commercial securities shows that there is not yet a great flow of wealth in the country. Could it be expected then, that the Siamese would invest their money in enterprises which at the outset might not bring them any dividend at all, or even later on, would not bring them a dividend of more than 10% or 12%? Experience has shown in looking at the exorbitant rates of interest for making the rich richer and the poor poorer for some time, but they always finish by paralysing trade and ruining the whole community; while investment industries, though giving little perceptible results at the outset, always lead to the expansion and increase of wealth to a community. Unless Siamese capitalists realise the danger, they may persist in the present procedure. Moreover, unless people have some commercial knowledge or experience, they always start up and big dividends for a short time, but no industry will pay well for the first few years. The present rate of high interest for money may create discontent with anything less. But capitalists must learn that there will be a slow and eventually profitable gain in all industrial enterprises. Let alone capital, which for argument may be borrowed at low rates of interest from foreign countries; even more serious than that of capital is the want of training labour in Siam. The untrained Siamese labourer is paid twice the wages of trained (and untrained) labour. The average Indian coolie in cities like Bombay or Calcutta is paid 7 to 10 rupees a month; in the country he receives from 5 to 7 rupees. A trained Indian mill-hand receives from 10 to 15 rupees. In Bangkok, a Siamese coolie expects 25 or 30 baht a month; even up country it is nowhere less than 15 baht. A trained mill-hand in Bangkok will naturally expect "over" 30 baht a month. With such high wages, no industry could prosper anywhere. In England, where they are paid more, mill-hands have a very efficient training, and each man is said to be able to do three as much work as a trained Indian could do in the same time. Whatever training could be given in Siam, it must be more elementary than what is extant in India; and high wages for such inefficient labour will not in the least lead to the prosperity of any industry. A proper diagnosis ought to be made for the reason of such unprofitable high wages, at a time when there is not enough work for even the sparse population of the country. Already it is said to be a large immigration of the Chinese, who do more work for less wages. It ought not further to be allowed to paralyse the advancement of the country. It is said that nobles under whose protection many Siamese are said to be often make exactions on these labourers and artisans, who dare not refuse. Such exactions, it is said, induce them to be idle and rather than do hard work and lose their money, they are content to be idle. It is also alleged that this is the most important reason why the Siamese workman, by nature intelligent, has lost all his handicrafts and arts. If the statement is true, it is the duty of the Government to intervene and to protect labourers and artisans from any unjust exactions, while such nobles, if there really are any, might consider the wisdom of letting alone the killing of the goose that lays the golden eggs. Gambling and lottery, again, are responsible for the indolence of the people. It is proverbial that a gambler will do no work except where he expects large profits. When gambling and lotteries are abolished by the continuance of the work which the Government alone has a better chance of a large flow of cheap labour for all industries. An additional vice has been introduced into the country by the Chinese immigrants, i.e., opium. There are several other preventable causes for the present state of the scarcity of cheap labour, the remedies for which properly applied will lead to desirable results. Government protection is absolutely necessary for countries whose industries are young. Siam is, unfortunately, helpless in the matter, at present. Apart from the difficulties connected with capital and labour, the existing low rate of import duty, which allows European countries to dump all sorts of cheap goods, is a serious blow to Siam's industrial development. Even Germany, France and the United States, which are extremely well advanced in all departments of trade, deem it necessary to have such high tariffs as to prevent the country from being flooded with cheap foreign goods. The tariff concession in Siam is, therefore, a spirit of patriotism must rouse the people to improve their condition. History will teach them that wealth and wealth acquired by industry and commerce alone, will lead to the greatness of any nation. Another want in Siam is that there are very few Siamese well trained in the arts of trade. The Government and the nobles should combine to send a large number of students to Europe, America and Japan to learn the different manufacturing arts, so that on their return they might be able to take charge of factories, and start new enterprises. Japan did the same to a very large extent until now, when she is independent of all foreign aid.

A STORY FROM KOWLOON.

INDIAN MILKMAN ALLEGED TO HAVE BEEN ROBBED.

12th inst.

An Indian milkman, by name Moola Singh, residing at 13, Ma-tau-wai village, walked into the charge-room of the Water Police Station on Sunday night, looking much disturbed and ruffled and told a long tale of how he had been "held up" by some robbers, robbed and maltreated. He was on his way back to Ma-tau-wai at about nine o'clock on Sunday night, he said. Reaching the bend of Austin Road, three other Indians sprang out from among the bushes, and, while one of them attacked him, the others went through his pockets and stole \$3.00. Then they cleared.

Moola Singh gave the police a description of his three assailants, which resulted in the arrest of two men—Chamba Ho and Allah Bux—who that night. While the two accused were being questioned a third man—Kallay Khan—strolled quietly into the charge-room to find out what all the trouble was about.

Moola Singh promptly identified him as being concerned in the robbery also, and he, too, was arrested.

A statement that was made by the first accused, Chamba Ho, was entirely different from the matter Moola Singh had said, had borrowed from him some money to the tune of \$100. This Moola did not deny. On Sunday night, while out for a walk with Allah Bux and Kallay Khan, he met Moola on this way home in Austin Road.

"Where is my money?" he said he inquired of Moola. The latter replied that he did not have the money, and, therefore, could not pay him. There was an argument, during which Chamba admitted striking Moola, but denied robbing him.

However, the trio were locked up on a charge of highway robbery. This morning, they appeared before Mr. F. A. Hazeland, in the Police Court, to answer the charge.

Mr. O. D. Thomson represented the accused, and the case was put off for one week, bail being allowed in the sum of \$500 each.

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Commercial.

YARN MARKET.

In their report dated 15th instant, Messrs. Phirosha B. Petit & Co. write:—

Buyers evincing the same disinclination to come forward prices have again suffered a decline; in some threads from one to two dollars per bale, while in others there has been an even more appreciable fall, owing to forced sales, noted in the quotations within. The reported sales amount in all to some 2,700 bales, but this figure is mentioned with a me difference as there is no means of ascertaining what quantity has been purchased from first hands, nor how many passed between dealer and dealer. The paucity of orders is, however, very marked, owing to, among others, three principal causes. The first of these is said to be the reluctance of operators to make further commitments on account of the clearance becoming due about the time of the closing of the accounts for the China New Year, three months hence. The second reason is due to the hesitancy of dealers engendered by the uncertainty of the course of exchange. And, lastly, the most serious disturbing factor in the yarn trade is the continuance of restlessness and lawlessness in the interior, and the prevalence of piracy on the waterways of South China. These chronic evils the Provincial Government appear to be in a state of helplessness to eradicate, in spite of repeated injunctions from the Central Government to suppress the one and extirpate the other.

No. 205.—A very limited business is reported, a decline of \$1 per bale in selected threads.

No. 167.—Not much inquired for. Sales of only two threads are reported at \$1 lower.

No. 122.—Ruled quiet. Prices show a decline of \$1 with a small business pinging.

No. 101.—Prices declined \$1 to \$1.50 owing to heavy stock.

No. 87.—Only one chop changed hands.

No. 67.—In moderate inquiry at quotations. Market closes weak.

Sales:—65 bales of No. 65, 40 bales of No. 80, 180 bales of No. 101, 35 bales of No. 122, 45 bales of No. 167, and 425 bales of No. 205, in all about 2,700 bales.

Arrivals:—Per steamers *Namsang*, *Sutong* and *Laisang* (from Calcutta), and *Jeha*, *Yeha*, *Haya* and *Malta* (from Bombay) of about 8,000 bales.

Uncleared Stock:—About 38,000 bales.

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Exchange.—We quote to-day as follows:—

India T. T. T. to-day 151 1/2 per cent.

Demand 151 1/2

London T. T. T. to-day 20 1/2

Demand 20 1/2

Shanghai T. T. T. to-day 110 1/2

Silver 26 1/2 per oz.

Writing under same date, Messrs. Camajee, Pallabjee & Co. report:—

Our last report was dated the 1st inst. per *Delhi*, since when the dullness in our market has been more pronounced. The competition of cheap Japanese cloth in the interior has rendered the weaving of Indian yarn unprofitable to the consumer; hence the paucity of orders from the country. Notwithstanding the exchange and the decreasing stocks in native hands, the paucity of holders has realized the effect of weakening the market and lowering prices \$1 per bale, and at the close dealers show no inclination to buy and we close with a very quiet and dull market.

No. 62 and No. 87.—Trifling sales at quotations.

No. 102.—Demand for this count, which previously used to be in very large request, has greatly subsided and even favourite tickets are difficult to move.

No. 122.—Small business at a dollar's decline.

No. 167.—Almost neglected.

No. 205.—Fair sales at a depreciation of \$1 per bale.

Sales during the past fortnight comprised of about 40 bales of No. 65, 50 bales of No. 80, 445 bales of No. 101, 455 bales of No. 122, 15 bales of No. 167, 165 bales of No. 205, in all about 1,750 bales. Arrivals per steamers *Namsang*, *Jeha*, *Laisang*, *Yeha*, *Haya* and *Malta* about 8,051 bales.

Shipments to Shanghai and Northern Ports of about 200 bales. The unsold stock is estimated at about 43,000 bales.

Local Mills.—No business is reported. The mills are working three days in the week.

Japanese Yarn.—A sale of 70 bales No. 205, at \$12 is reported.

Exchange.—We quote on London to-day at Rs. 15 1/2. On London at 22. 0/10.

TO-DAY'S EXCHANGE.

Selling.

London—Bank T.T. 20 1/2

Do. demand 20 1/2

Do. 4 months' sight 20 1/2

France—Bank T.T. 25 1/2

America—Bank T.T. 30 1/2

Germany—Bank T.T. 30 1/2

India T.T. 151 1/2

Shanghai—Bank T.T. 110 1/2

Singapore T.T. 15 1/2

Japan—Bank T.T. 110 1/2

Yan—Bank T.T. 110 1/2

LOCAL AND GENERAL.

Buying.

4 months' sight L/C 2 1/2 15/16
6 months' sight L/C 3 1/2 3/16
30 days' sight S. Francisco & New York 10/1
4 months' sight 40.
60 days' sight Sydney and Melbourne 2 1/2 3/16
2 months' sight France 2 1/2 3/16
4 months' sight 2 1/2 3/16
Bank of England rate 2 1/2 3/16
Bank of France 3 1/2 3/16
Sovereign 2 1/2 3/16

On completing her commission as flagship of the China Squadron, the cruiser *King Alfred* will return home.

LANCE-SERGEANT William Pitt has been appointed sanitary inspector, vice Police Sergeant McKay on leave.

THE Chinese gun-boat *King T'w*, one of the three ordered by the Viceroy of Liang-Kiang, was successfully launched from the Kawasaki Dockyard on 5th ult.

LIEUTENANT P. R. Thresher has been appointed navigating officer of the *Merlin*, survey ship, on the China Station. Lieutenant Thresher has been nearly fifteen years in the service.

LIEUTENANT E. P. Gabbett has been similarly appointed for navigating duties to the *Albatross* on this station. He obtained his commission in May, 1905, and was promoted Lieutenant last year.

His Excellency the Governor has desired the Officer Commanding the Troops to express his appreciation of the steadiness of the Troops and the excellence of the March Past on the King's Birthday Parade.

With reference to the report in our issue of the 5th inst. that the *S. S. Sargasso* has been sold, Mr. R. Mitchell, the acting chief manager of the Dock Co., informs us that she is still under offer and that negotiations for sale are pending.

THE Chinese Engineering & Mining Co., Ltd., announces that the total output of the Company's three mines for the week ended October 26, 1907, amounted to 26,094.41 tons and the sales during the same period to 12,249.78 tons.

The drafts of artillery and infantry for the Far Eastern garrisons return from furlough next week preparatory to embarkation for their destinations on the last day of this month. These will be the only British drafts sent out from England this troop-raising season.

The Empress Dowager is quite enthusiastic about the proposed School for daughters of the Chinese nobility, and is supporting the institution with funds from the Privy Purse. It is also stated that Princess Ching will be appointed Supervisor-in-Chief of the School.

The changes in the commands of the 3rd and 4th Battalions of the Middlesex Regiment in February next will give a fillip to promotion in that corps. The command of the 3rd Battalion, Hongkong, will fall vacant on the 17th of the month, and that of the 4th Battalion, Derby, on the 14th following.

MISS Gwendoline Woodcock, the elder daughter of the Secretary of the Sanitary Board, passed the Oxford Local Preliminary Examinations, with distinction in English History at the last examination. Miss Woodcock is the only girl from Hongkong to gain distinction in any subject and also, it should be noted, is the only girl from Hongkong who has passed.

THE chimney attached to house, No. 354, Queen's Road West—a building occupied by a pawnbroker—took fire shortly after nine o'clock last Monday night; the fire brigade and a posse of policemen turned out and extinguished the blaze. The damage done was trifling. Excitement, however, was great as the occupants of the adjoining houses, had already shifted their belongings to the street when the brigade arrived.

INFORMATION has been received in Manila of a number of cases of smallpox in Pangasinan where the people are being vaccinated as rapidly as possible. In Dapunan and other nearby towns there have been several fatalities. Assistance has been asked of the health authorities at Manila to cope with the disease and it is probable that extra men will be sent to the province to assist those already in the field in their work.

THE King has been pleased to give and grant unto Vincent C. Henderson, Esq., late Commissioner of the Chinese Imperial Maritime Customs at Yungking, His Majesty's Royal warrant and authority that he may accept and wear the insignia of the First-Class of the Third Division of the Order of the Double Dragon, conferred upon him by His Imperial Majesty the Emperor of China, in recognition of valuable services rendered by him.

THE *Manila Times* of 2nd inst. says:—"Dr. Makgrave left on the steamer *Albatross* this morning, pursuant to directions from the Secretary of the Interior, to proceed to Hongkong and endeavour to trace out the source of the cattle infection which has resulted in great loss to the cattle importers so recently. He will try to enter into some arrangement with the colonial authorities by which only such cattle as may be entirely free from previous contact with diseased animals may be shipped to this port from Hongkong."

JOSE MANRESA, the Spaniard, who was arrested on board the steamer *Taining* on the arrival of that vessel from Manila, on the evening of the 1st instant, on charges of embezzling funds within the jurisdiction of the United States, will have to return to Manila to face his trial. Mr. C. A. D. Melbourne, second police magistrate, has decided that a *prima facie* case has been made out against the fugitive and last Thursday committed him to the Victoria Gaol pending the Governor's order for his extradition. Manresa is accused of embezzling \$2,000 (gold), the property of the Manila Electric Railway and Light Company.